

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 42.]

SATURDAY, OCTOBER 21, 1871.

[WHOLE No. 1,852, Vol. XLIV.]

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PRINCIPAL CONTENTS.

| | |
|--|------------|
| Euphrates Valley Route to India | 1157 |
| Western Union Telegraph | 1157 |
| The Intermediate Section of the Chesapeake and Ohio Railroad | 1157 |
| Lake Shore and Michigan Southern Railroad..... | 1158 |
| Federal and State Securities | 1161 |
| Dividend and Interest Tables..... | 1160, 1162 |
| Railroad Bond List | 1162 |
| Railroad Share List | 1170 |
| Stock Exchange and Money Market | 1177 |
| Imports of Dry Goods..... | 1180 |
| Journal of Railroad Law..... | 1180 |
| Cheap Railroads for Cheap Freight Transportation | 1181 |
| Gt. Western Railway of Canada..... | 1181 |
| Angusta and Hartwell Railroad..... | 1182 |

American Railroad Journal.

New York Saturday, October 21, 1871.

The Euphrates Valley Route to India.

The report of the Select Committee appointed to examine the subject of railway communication between the Mediterranean and the Black Sea and the Persian Gulf has been published. The committee report that they have examined several witnesses, including Sir Henry Rawlinson, General Chesney, Sir John Macneill and others, and recommend that they be re-appointed next session to continue their enquiry. The evidence adduced goes to show that the route from Alexandretta on the Mediterranean to the head of the Persian Gulf, passing, as may hereafter be determined, either along the valley of the Euphrates or the Tigris, but generally known as the Euphrates valley route, is that in every respect it is best adapted for the construction of a railway; that it is the shortest and most direct route between Great Britain and her Eastern possessions, that it is the cheapest route for a railway, the most free from engineering difficulties, the most surely defended by England, and the most likely to prove remunerative. Both in an engineering and political and strategical point of view, this route would appear to possess great advantages over any of the others which have been proposed. The various routes which have been suggested from Trebizond and other points on the Black Sea, are all open to the serious objection that while they would be of the greatest service to Russia, they would be altogether beyond the control of Great Britain, while the en-

gineering difficulties with which they are surrounded are of themselves sufficient to exclude them from practical consideration.

The larger undertaking from Constantinople to the Persian Gulf, of which the Euphrates Valley line would naturally form a part, though not open to political objection, is said to be so beset with difficulties in an engineering sense as regards the portion from Constantinople to the place of junction with the Alexandretta and Persian Gulf line, that its early realisation appears improbable, although its ultimate achievement may be regarded as certain to follow that of the minor undertaking. On the other hand, the practicability of the Euphrates Valley line, from Alexandretta to the Persian Gulf, and its political and strategic importance to this country, appear to be fully established.—*Hera path.*

Western Union Telegraph.

At the annual meeting of the stockholders of this company on the 11th inst., the following Board of Directors was chosen: Hugh Allan, James H. Banker, Nathan A. Baldwin, William D. Bishop, Horace F. Clark, Ezra Cornell, Alonzo B. Cornell, Harrison Durkee, William E. Dodge, Sheppard Gandy, Norvin Green, Augustus W. Greenleaf, John A. Griswold, Wilson G. Hunt, George Jones, C. Livingston, Edwin D. Morgan, William Orton, O. H. Palmer, E. S. Sanford, Augustus Schell, Hiram Sibley, Z. G. Simmons, John Steward, Moses Taylor, Daniel Torrance, George Walker, E. B. Wesley, Stillman Witt.

The Executive committee for the ensuing year is as follows: James H. Barker, Horace F. Clark, A. B. Cornell, H. Durkee, A. W. Greenleaf, E. D. Morgan, Wm. Orton, O. H. Palmer, Augustus Schell, John Steward, and E. B. Wesley.

The following is a list of the executive officers chosen: President, William Orton; vice-presidents, A. B. Cornell, Augustus Schell and O. H. Palmer; secretary, G. H. Mumford; treasurer, R. H. Rochester; auditor, W. H. Abel. The total share capital of the company is \$41,071,710. About thirty million dollars were voted. In the new board of direction there are four new members compared with last year.

The Camden (Ark.) Democrat says the books of the Camden and Red River Railroad Company are now open in that city for subscription to the capital stock. It estimates that \$200,000 is sufficient to grade and tie the road from Camden to Washington.

Thirty locomotives to be used on the Intercolonial Railway are in course of construction at the Iron Foundry of Alderman Montgomery, Freshwater, Halifax.

The Intermediate Section of the Chesapeake and Ohio Railroad.

The following description of the progress of the Chesapeake and Ohio Railroad is extracted from the letters of Charles Nordhoff to the *Tribune*, and may be accepted as the late and very reliable intelligence from that great work. There are 227 miles of the road opened on the eastern end, and about 60 miles at the western in operation. The interval between the two portions, it will be seen, is in a forward state:

More than two years were consumed in the survey of the wild country between the White Sulphur Springs and the Falls of Kanawha. The result is a roadway which passes through the mountains on an easier grade by far than any other of the great East and West lines connecting the Atlantic with the West. The Erie Railway has grades as high as 84 feet to the mile; the Pennsylvania has 95 feet to the mile; the New York Central, though in general it has easy grades, runs up to 95 feet to the mile; the Baltimore and Ohio runs up to 116 feet to the mile. The Chesapeake and Ohio will have no grades over 30 feet to the mile facing west, and west of Howard's Creek it has none over 20 feet to the mile. It will have the lowest grades of all the great East and West lines, and this, joined to the fact that it taps the Ohio at a point, Huntington, so low down that it is always accessible to steamboats, and that it will give the South-West its shortest connection with the Atlantic, would make it a great enterprise, important to the country, even if it did not pass through a region of unexampled richness in coal, iron, and timber, which has heretofore been shut out from a market, and closed against capital and industry.

The New River and the Greenbrier have, in the course of ages, worn their way through the mass of hills and mountains which lie between the Falls of Kanawha and the White Sulphur Springs. In all this country, so far as I could notice, there are very few signs of the upheaval strata. The rocks lie in their beds as they were deposited, and the river seems to have worn its way down from the tops of the mountains to its present level. It was to carry an easy grade that the engineers of the Chesapeake and Ohio Road selected the course of the New River for their line. There, Nature had done, in the course, perhaps, of millions of years, a work of excavation for them, which gave them the means of laying a road bed so nearly level that it presents no obstacle to travel or transportation. They had only to take care that the road should run above the level of high water; and as the river rises sometimes 40 or 50 feet, this has placed the line high above the low water

which prevails at this season of the year. At two great bends which the New River makes, tunnels are building. One of these, 6,400 feet long, will be the longest in the United States until the Hoosac tunnel is completed. It saves nearly five miles of difficult road building. In these tunnels large gangs of men are employed at several points; and the whole line is in a good state of forwardness. With the exception of some miles of easy work near the Greenbrier, which can be done so rapidly that it was not advisable to put it under contract until next Spring, the whole line of the New River and Greenbrier is under contract, and everywhere the contractors' gangs are busily at work. A great part of the road-bed has already been completed, and all is so planned and carried on that the whole line shall be done simultaneously with the tunnel at Great Bend. There is no reason to doubt that, as the work is now going on, the road can be opened by or before next October, which I believe the engineers expect to accomplish. Indeed, though there is still some heavy work to be done—for it is all, or nearly all, heavy work—it seemed to me that the worst had been done first, and that what remains is neither so difficult nor likely to be so costly or tedious as what is finished. The piers of the bridge at the crossing of the New River, at Miller's Ferry for instance, the longest bridge on the road, are completed; and one span of the bridge will be laid this Fall. This bridge will be 670 feet long, and the span which was being raised when I passed there was 250 feet in length.

There is very little bridging needed on the New River (I believe there is only one other bridge besides that mentioned above,) and there will be no trestle-work at all for 110 miles of road. Eventually, I believe, it is intended to replace all the trestle-work there is with masonry or with dirt embankments. I noticed that every bridge, since we left the Ohio River, is completed, for a double track; and I am told that all the tunnels but two on the whole line are made to take a double track also. Indeed, *Thorough* seems to be the motto of the engineers. About 5,000 men are now employed on the work of construction along the unfinished part of the line. The main road from Colesmouth to Kanawha Falls lies almost constantly in sight of the railroad, and frequently crosses it, and thus we had an opportunity to see the condition of this work, so important to all this region. The grading is completed, with a few unimportant breaks, to the Falls; the ties are either laid or at hand and all is ready for the iron. The work has not been very heavy so far, for the country is comparatively easy. The mountain torrents, which pour into the Kanawha, have made necessary a good deal of masonry, and it is very plain that the Company's Chief Engineer Major H. D. Whitcomb, has known how to select good masons. The high stone arches, bridges, and culverts are admirably solid, and the sandstone of the country has been laid in so workmanlike a manner that our party often stopped in admiration of it. I do not know of a road in the country whose stonework will compare with that of the Chesapeake and Ohio Railroad, so far as I have seen it.

The Baltimore *Sun* says that the subject of a narrow gauge railway from that city to Cantonville is engaging the attention of those interested in the matter, and that the preliminary surveys for a route for the contemplated road has been ordered.

Recently two narrow gauge locomotives were shipped from Pittsburg for the Cherokee Railway Company of Georgia. These were the first narrow gauge locomotives built west of the Allegheny mountains.

The Guilford extension of the Bangor and Piscataquis Railroad is progressing finely. Four miles of track have been laid, and half that distance has been ballasted.

Lake Shore and Michigan Southern Railway.

The earnings of this road for the year ending December 31, 1870, were as follows:

| | |
|--|------------------------|
| From passengers..... | \$4,153,512 11 |
| " freight | 8,658,661 81 |
| " express | 282,088 87 |
| " mails | 142,190 67 |
| " rents | 47,657 67 |
| " interest and dividends | 56,096 92 |
| " sixty per cent. J. & F. earnings | 77,542 00 |
| " all other sources | 89,790 81 |
| | \$13,457,540 86 |

Expenses, viz:

| | |
|--|---------------------|
| Repairs of road..... | \$1,315,188 64 |
| " engines | 543,973 74 |
| " cars | 659,987 46 |
| " bridges | 128,899 07 |
| " fences | 79,074 26 |
| " buildings | 290,157 49 |
| New & re-rolled rails | 701,149 71 |
| Fuel consumed | 968,434 25 |
| Oil, waste, etc. | 151,969 16 |
| Supplies | 154,655 07 |
| Loss and damage | 106,383 36 |
| General office exp. | 193,783 16 |
| Conductors, etc. | 483,659 16 |
| Engine and firemen | 468,619 28 |
| Agents & stat'n labor | 1,200,194 51 |
| Telegraph repairs and supplies | 17,162 61 |
| Gas light account | 17,187 51 |
| Law expenses | 23,479 98 |
| New York office | 10,866 39 |
| Rents payable | 54,706 14 |
| Outside agencies and advertising | 191,417 51 |
| Contingencies | 12,527 49 |
| Hire of cars | 204,003 25 |
| Insurance | 4,518 05 |
| Taxes, national | 96,596 78 |
| Taxes, state and local | 335,227 65 |
| | 8,368,821 08 |

Net earnings, 37.8 per cent..... \$5,088,719 78

From which deduct—

| | |
|--|---------------------|
| Int. on funded debt..... | \$1,590,052 42 |
| Interest on guar. stock | 53,350 00 |
| Rent Erie and Kalamazoo Railroad..... | 30,000 00 |
| Rent Kalamazoo, Allegan and Grand Rapids Railroad..... | 103,800 00 |
| Dividend August 1, 1870, 4 per cent..... | 1,376,180 00 |
| Dividend February 1, 1871, 4 per cent..... | 1,376,180 00 |
| | 4,529,562 42 |

Surplus for the year..... \$559,157 36

The Lake Shore and Michigan Southern Railway Company is a consolidation of the following roads:

The Buffalo and State Line Railroad—extending from the city of Buffalo, in the State of New York, westward, to the State line of Pennsylvania..... 68 miles.
The Erie and North-East Railroad—extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvania..... 20 miles.

These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Palcosville and Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio..... 95 miles.

The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio..... 113 miles.

With a Branch, (or Northern Division,) extending from Elyria, (twenty-six miles west of Cleveland,) to the city of Sandusky, in the State of Ohio..... 35 miles.
Also, extending from Oak Harbor, (twenty-six miles west of Sandusky,) to Millbury, (near Toledo)..... 15 miles.

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana Railroad—extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois..... 244 miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the State of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of Railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

This company owns and controls branches as follows:

Elyria, Ohio, to Sandusky, Ohio..... 35 miles.
Oak Harbor, Ohio, to Millbury, Ohio..... 15 miles.
Toledo, Ohio, to Elkhart, Indiana, (Air Line)..... 133 miles.
Adrian, Michigan, to Jackson, Michigan 46 miles.
Adrian, Michigan, to Monroe, Michigan 33 miles.

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo Railroad—extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan..... 65 miles.

The Kalamazoo and White Pigeon Railroad—extending from White Pigeon, Michigan, to Kalamazoo, Michigan.. 37 miles.

The following roads are operated by this company under leases:

The Jamestown and Franklin Railroad—extending from Jamestown, Pennsylvania, (where it connects the Erie and Pittsburg Railroad,) to Oil City, Pennsylvania..... 51 miles.

It is contemplated at an early day to construct the line from Jamestown to our Main Line at Ashtabula, Ohio.

This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent of the earnings. We also operate

The Kalamazoo, Allegan and Grand Rapids Railroad—extending from Kalamazoo, Michigan, to Grand Rapids Michigan..... 58 miles.

The terms of this lease are the payment of interest on bonds and stock amounting to \$103,800 per annum.

That portion of our Main Line from Toledo, Ohio, to Adrian, Mich., thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of \$30,000 per annum.

The whole number of miles of Railroad owned and leased by this company is one thousand and thirteen.

The company also has thirty-six miles of double track, mainly between Erie and Cleveland, and two hundred and thirty-nine miles of side tracks.

To meet the rapidly increasing business of the road it was found necessary, during the past year, to increase equipment to the extent of twenty-five

new engines, and six hundred and one additional cars of various classes, at a cost of \$654,309 45.

The equipment at the close of the fiscal year stood as follows:

| | |
|----------------------------------|-------|
| Engines | 299 |
| Passenger cars—all classes | 247 |
| Freight cars—all classes | 6,077 |

The authorized capital stock is \$50,000,000. Of this sum there has been issued to the stockholders of the various companies entering into the consolidation \$35,000,000, leaving the sum of \$15,000,000, which, under the provisions of the consolidation agreement, a copy of which is hereto appended, can be issued only by authority of a previous vote of the stockholders.

Of the \$35,000,000 of stock issued, the sum of \$533,500 is claimed to have been guaranteed by the late the Michigan Southern and Northern Indiana Railroad Company, as entitled to dividends at the rate of ten per cent. per annum. A claim is being preferred by holders of a portion of the guaranteed stock for dividends from 1857 to 1863, when the regular payment of dividends was commenced, which claim is in litigation.

The claim for back dividends has been released on three thousand five hundred and six shares, leaving one thousand eight hundred and twenty-nine shares unassented.

The bonded debt of the company (including the debt of the Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of which roads is owned by this company) amounts to \$22,283,000.

The annual charge for interest on this debt, and the \$466,000 bonds of the late Cleveland and Toledo Railroad Company, in the hands of the sinking fund Commissioners, is \$1,594,430.

The rate of interest is seven per cent. on all except \$200,000; which is eight per cent.

Of this debt nineteen classes of bonds are secured by mortgages on distinct portions of the several roads entering into the consolidation.

The company, on July 1, 1870, executed a consolidated mortgage, with a provision for a sinking fund, to secure the payment of bonds registered and coupon, to the amount of \$25,000,000, bearing interest at the rate of seven per cent. per annum.

The interest on the registered bonds is payable quarterly (January, April, July and October), and on the coupon bonds semi-annually (January and July), both at the office of the Union Trust Company of New York.

Of the bonds secured by this mortgage, a sufficient amount has been set apart to secure the payment of the bonded debt at maturity and the proceeds of the residue will be appropriated to double tracking the Main Line and procuring additional equipment.

There has been built at Elkhart, Indiana, (the intersection of the Main and Air Lines,) a machine shop of brick and iron, six hundred feet in length by one hundred and twenty in width, with a blacksmith shop connected therewith, one hundred feet in length, by seventy-two in width, with other improvements, at a cost of \$141,881 26.

This construction has enabled the Company to dispense, substantially, with the machine shops at Adrian and Laporte. The machine shop at Adrian has been appropriated to the Car Department. The shop at Laporte has been entirely discontinued. This has resulted in the saving of a large annual outlay, and in greatly increased facilities in the transaction of the business of the company.

New depots and other structures, where none had previously existed, have been erected at other points upon the road at a cost of \$139,567 57.

Additional second track and side tracks, thirty-four miles in extent, have been constructed, at a cost of \$314,406.

There has been expended in bridge masonry and permanent embankment, the sum of \$391,039 93.

There has been expended in permanent work upon the Kalamazoo Division the sum of \$73,300.

A further sum \$89,449 65 has been expended in miscellaneous construction.

There has been advanced, for the purpose of the construction of the extension of the Jamestown and Franklin Railroad, from Franklin to Oil City and beyond, during the past year, the sum of \$421,262 26. The completion of this extension has contributed to a large increase of the traffic of this company.

There been placed in the track, during the past year, eighteen thousand six hundred and sixty-one tons of new and re-rolled rails, including three thousand and fifty-four tons of steel rails. The cost of these rails, with the exception of the iron used in the construction of new side tracks, has been charged to operating expenses.

The business of the last year has demonstrated the necessity of additional double track, and it has been determined to construct, during the present year, one hundred and fourteen miles between the cities of Buffalo and Toledo, that being the part of the road where additional facilities are more immediately and imperatively required.

This includes the rebuilding of that portion of the Northern Division of the late Cleveland and Toledo Railroad, extending from Sandusky, Ohio, to Oak Harbor, about twenty-six miles.

The expenditures for construction during the year, as stated in the Report of the President, amounted to \$1,099,644 41; real estate purchased, \$13,916 49; new engines, \$266,316 45; new cars, \$387,993; advances for construction of Jamestown and Franklin Railroad (\$421,262 26, less \$300,000 their 2d mort. bonds at 85c., \$255,000 and 40 per cent. earnings of that road, \$51,694 67) \$114,567 59—total, \$1,882,437 94.

The means to meet the above expenditures have been derived from the following sources, viz: surplus earnings, as already shown, \$559,157 36; proceeds of \$718,817 82 increase of debt—funded and floating—\$685,817 82; sales real estate, Chicago, etc., \$475,865 61; note, Le Grand Lockwood, paid, \$139,989 90; decrease in other available assets, \$21,607 25—total, as above, \$1,882,437 94.

The number of engines on the road December 31, 1870, was 299. Miles run by engines, 8,229,447. Cost per mile run, 6.67 cents. The cars are classified as follows: first-class passenger 125, second class and smoking 15, emigrant 38, railroad postal 5, baggage and postal 12, baggage 48, directors' 2, paymasters' 2, box freight 3,329, stock and oil 1,001 platform, 1,247, coal 362, caboose 138.

Tons of through freight moved eastward, 1,315,984; do., westward, 443,217—total, 1,759,201. Way freight, eastward, 691,287; do., westward, 495,286—total, 1,186,573. Through and way eastward bound freight, 2,007,271; do., westward, 938,503—total freight movement, 2,945,774. Tons carried one mile eastward, 411,047,535; do., westward, 158,786,181—total, 569,833,666.

Number of through passengers carried, (between Buffalo and Chicago only) 1st class 61,474; 2d class, 8,277; 3d class, 3,277—73,028. Way passengers, 1st class, 1,880,083; 2d class, 22,859; 3d class, 24,854—total, 1,927,796. Total of all classes, 2,000,824. Passengers carried westward, 1,039,646; do., eastward, 961,178. Miles traveled by through passengers, 39,435,120; do., way passengers, 119,955,817—total mileage of passengers, 159,390,937.

Tons of eastward bound freight carried on the Jamestown and Franklin Railroad, 37,079; do., westward, 85,039—total, 122,118. Tons carried one mile, 4,201,905. Through passengers carried, 5,869; way do., 58,747—total, 64,616. Total mileage of passengers, 1,109,177.

CONDENSED BALANCE SHEET, Dec. 31, 1870.

ASSETS.

| | |
|--|-----------------|
| Railroads: | |
| Buffalo to Chicago | \$42,701,846 08 |
| Toledo to Detroit | 1,291,968 18 |
| White Pigeon to Kalamazoo | 610,000 00 |
| Expended on Ashtabula Branch .. | 364,005 59 |
| | <hr/> |
| | \$44,967,819 75 |
| Equipment | 9,128,931 40 |
| Jamestown and Franklin R. R.: | |
| Advances to that company to Dec. 31, 1870 | \$813,345 63 |
| First mortgage bonds .. | 279,300 00 |
| Second " .. | 255,000 00 |
| Stock | 320,000 00 |
| | <hr/> |
| | 1,667,645 63 |
| Detroit, Monroe and Toledo R. R. stock | 412,600 00 |
| General office building, Cleveland (40 per cent.) | 11,612 14 |
| Working supplies, fuel &c., on hand | 1,940,071 62 |
| Cash in hands of Ass't Treasurer and Paymasters | 87,677 29 |
| Uncollected earnings | 373,649 77 |
| Due from N. Y. Central R. R. (paid in January) | 281,427 88 |
| Due from Post Office Department .. | 60,384 10 |
| Individual accounts | 100,792 91 |
| Stocks and bonds | 2,769,611 11 |
| Buffalo, Corry and Pittsburg Railroad, advances to | 34,658 18 |
| a Pacific Hotel Co. advances to | 18,750 00 |
| Bills receivable, (Lockwood) | 400,000 00 |
| Bills receivable | 31,648 43 |
| | <hr/> |
| | \$62,287,279 71 |

LIABILITIES.

| | |
|-------------------------------------|-----------------|
| Capital stock | \$34,404,500 00 |
| Guaranteed stock, (10 per cent) ... | 533,500 00 |
| | <hr/> |
| | \$34,938,000 00 |

Funded debt:

| | |
|--|---------------|
| Michigan Southern | \$8,873,000 |
| Lake Shore less 466,000 | |
| in sinking fund | 6,527,000 |
| Buffalo and Erie | 3,623,000 |
| White Pigeon and Kalamazoo | 600,000 |
| Lake Shore and Michigan Southern | 2,660,000 |
| | <hr/> |
| | 22,283,000 00 |

NOTE.—Kalamazoo, Allegan and Grand Rapids bonds \$840,000, and stock \$610,000, on which we pay as rent of that road, are not included in the above liabilities of this company.

| | |
|---|-----------------|
| Dividend of Feb. 1, 1871 | 1,376,180 00 |
| Dividend of Feb. 1, 1871, on guaranteed stock | 26,675 00 |
| Unclaimed dividends and coupons .. | 29,968 75 |
| December expenses payable in Jan. .. | 976,980 51 |
| Bills payable | 845,451 97 |
| Due James H. Banker, Treas. | 245,805 39 |
| Due Commissioners of sinking fund .. | 35,328 50 |
| Profit and loss | 1,529,889 59 |
| | <hr/> |
| | \$62,287,279 71 |

President.—HORACE F. CLARK.

Vice President.—AUGUSTUS SCHELL.

Directors.—Horace F. Clark, James H. Banker, Augustus Schell, Azariah Boody, New York; William Williams, Buffalo, N. Y.; Henry B. Payne, Amasa Stone, Jr., Stillman Witt, Cleveland, O.; William L. Scott, Milton Courtwright, John A. Tracy, Erie, Pa.; Albert Keep, Chicago, Ill.; William D. Bishop, Bridgeport, Conn.

Treasurer.—JAMES H. BANKER.

Secretary & Ass't Treas.—GEORGE B. ELY.

Auditor.—C. P. LELAND.

General Manager.—J. H. DEVEREUX.

Gen'l Superintendent.—CHARLES F. HATCH.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are lease roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are lease roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are lease roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|----------------------------------|--------------------|--------------------|------------------------|------------------------------------|--------------------|-------------------|------------------------|----------------------------------|--------------------|-------------------|------------------------|
| Albany & Susquehanna. *100 | 13,358,000 | J. & J. | Jul. '71 3 | Hartford and New Haven. 100 | 4,798,925 | J. A. J. & O. | Oct. '71 3 | Portl., Saco & Portsmouth. 100 | 11,500,000 | J. & D. | Jun. '71 5 |
| American Central. 100 | 800,000 | J. & J. | Jul. '69 5 | Hannibal and St. Joseph. 100 | 4,151,700 | Aug. '70 3 | Aug. '70 3 | Portl., Gt. Falls & Conway. 100 | 170,000 | J. & J. | July '71 4 |
| Atlantic and West Point. 100 | 1,332,200 | J. & J. | July '70 4 | Do. co pref. 100 | 6,078,224 | Aug. '70 7 | Aug. '70 7 | Providence & Worcester. 100 | 2,000,000 | J. & J. | July '71 5 |
| Atlantic & N. Carolina. 100 | 5,545,225 | | | Hanover Branch, Pa. 50 | 116,850 | M. & N. | May '71 5 | Raleigh and Gaston. 100 | | A. & O. | July '71 6 |
| Atlantic & Gt. Western. 50 | 25,879,922 | | | Housatonic. 100 | 520,000 | J. & J. | July '71 4 | Rensselaer and Saratoga. 100 | 6,000,000 | | Apr. '71 3 |
| Atlantic & St. Lawrence. 100 | 1,919,000 | | | Huntingdon & Bd Top. 50 | 118,000 | | | Richmond and Danville. 100 | 4,000,000 | | |
| Augusta and Savannah. 100 | 2,544,900 | M. & S. | Sept. '71 2 | Illinois Central. 100 | 618,950 | J. & J. | Jan. '68 3 | Richmond and Petersburg. 100 | 847,100 | | |
| Baltimore and Ohio. 100 | 733,700 | J. & J. | Jan. '70 3 | Indianapolis, Cin. & Lafayette. 50 | 212,350 | J. & J. | Aug. '71 5 | Rich. Fred. and Potomac. 100 | 1,041,800 | | |
| Do. Washington Br. 100 | 13,151,902 | A. & O. | Apr. '71 4 | Jefferson, Mad. & Ind. 100 | 26,280,240 | M. & S. | Sep. '67 4 | Rockport. 100 | 88,460 | | Nov. '67 2 |
| Baltimore City Passenger. 100 | 1,860,000 | J. & J. | Jul. '71 4 | Joliet and Chicago. 100 | 6,186,897 | J. & J. | Jan. '61 6 | Rome, Watert. and Ogd. 100 | 2,998,900 | J. & J. | July '71 4 |
| Bay de Noquet & Marq. 100 | 670,000 | A. & O. | Apr. '68 3 | Lake Shore & Mich. So. 100 | 2,000,000 | J. & J. | July '71 4 | Rutland preferred. 100 | 1,831,400 | F. & A. | Aug. '71 3 |
| Belvidere Delaware. 100 | 925,800 | J. A. J. & O. | July '71 1 | Long Island. 25 | 30,000,000 | F. & A. | Aug. '71 4 | St. L., Alt. and T. Haute. 100 | 2,300,000 | | Annual. May '67 |
| Berkshire. 100 | 820,000 | J. & J. | Jun. '71 2 | Louis, Cin. and Lex. 50 | 3,000,000 | M. & S. | Sept. '71 3 | St. L., Jack. nv. and Chic. 100 | 2,040,000 | | |
| Blossburg & Corning. 50 | 10,150,000 | M. & N. | May '71 3 | Louisville and Nashville. 100 | 583,500 | J. & J. | Aug. '71 4 | Sandusky and Cincinnati. 100 | 2,478,750 | | |
| Boston and Albany. 100 | 110,000 | A. & O. | Oct. '71 4 | Leeds and Farmington. 50 | 1,338,000 | J. & J. | July '71 3 | Sandusky and Cincinnati. 100 | 2,099,000 | | |
| Boston and Chelsea. 100 | 110,000 | | | Lehigh and Mahanoy. 50 | 2,158,565 | J. & J. | Jan. '67 6 | Sand. Mansf. and Newark. 100 | 445,586 | M. & N. | May '71 3 |
| Boston, Concord & Mont. 100 | 1,340,400 | M. & N. | May '71 3 | Lehigh and Susquehanna. 50 | 8,739,800 | M. & N. | May '67 6 | Savannah and Charleston. 100 | 905,222 | | |
| Do. pref. 100 | 2,216,000 | J. & J. | July '71 4 | Lehigh Valley. 50 | 17,710,400 | J. A. J. & O. | Oct. '71 2 | Schenck and Susquehanna. 50 | 1,269,150 | J. & J. | July '71 5 |
| Boston and Maine. 100 | 4,471,275 | J. & J. | July '71 5 | Lehigh Luzerne. 50 | 844,650 | J. & J. | Jan. '69 4 | Second and Third St. (Ph.) 50 | 203,757 | J. & J. | Jul. '71 2 |
| Boston and Providence. 100 | 400,000 | J. & D. | Oct. '71 2 | Little Miami. 50 | 5,572,400 | M. & S. D. | Sept. '71 2 | Schenck Valley. 50 | 578,050 | M. & N. | Nov. '70 4 |
| Broadway (South Boston) 100 | 2,100,000 | J. A. J. & O. | Oct. '71 2 | Little Schuylkill. 50 | 2,846,100 | J. & J. | July '71 3 | Seaboard and Roanoke. 100 | 868,200 | | July '70 2 |
| Brooklyn & 7th Av. (N.Y.) 100 | 1,000,000 | F. & A. | Aug. '71 3 | Lomb. and South St. (Ph.) 25 | 90,900 | | | Second Avenue (N. Y.). 100 | 970,000 | | Dec. '70 2 |
| Brooklyn City & New'n. 100 | 1,000,000 | F. & A. | Aug. '71 3 | Long Island. 25 | 3,000,000 | M. & S. | Sept. '71 3 | Shamokin V. and Pottev. 50 | 130,000 | F. & A. | Aug. '71 3 |
| Buffalo, Bradford & Platts. 100 | 1,100,000 | | | Louis, Cin. and Lex. 50 | 1,622,482 | J. & J. | Jul. '69 3 | Shore Line. 100 | 638,200 | J. & J. | Jul. '71 3 |
| Buff. New York & Erie. 100 | 960,000 | M. & N. | May '71 3 | Louisville and Nashville. 100 | 848,700 | J. & J. | Feb. '71 4 | Sixth Avenue (N. Y.). 100 | 750,000 | M. & N. | May '71 3 |
| Burlington and Mo. Riv. 100 | 1,237,000 | F. & A. | Aug. '71 4 | Louis, N. Alb. & Chicago. 100 | 2,900,000 | F. & A. | Dec. '70 3 | Somerville. 100 | 75,000 | | |
| Burlington and Atlantic. 50 | 377,100 | March. Mar. '71 10 | March. Mar. '71 10 | Lowell and Lawrence. 100 | 300,000 | A. & O. | Oct. '71 3 | South Carolina. 100 | 5,819,275 | | Jul. '68 5 |
| Camden and Amboy. 100 | 6,847,800 | F. & A. | Aug. '71 3 | Lowell Horse. 100 | 55,850 | J. & J. | Jan. '70 3 | South Western, Georgia. 100 | 259,685 | F. & A. | Aug. '71 4 |
| Camden and Atlantic. 50 | 753,600 | | | Macon and Western. 100 | 2,600,000 | J. & J. | July '71 5 | Staten Island. 100 | 660,000 | J. & J. | Jul. '67 4 |
| Camden & Burlington Co. 100 | 331,000 | | | Mahogany & Bd Mount n. 50 | 1,616,818 | | | Stony Brook. 100 | 287,300 | M. & N. | May '70 3 |
| Cape Cod. 50 | 915,571 | J. & J. | Jul. '71 2 | Manchester & Lawrence. 100 | 3,400,000 | M. & N. | May '71 5 | Stockbridge & Pittsfield. 100 | 443,700 | F. & A. | Aug. '71 3 |
| Cape May and Millville. 50 | 447,000 | J. & D. | June '71 3 | Marietta & Cincinnati. 50 | 2,029,778 | | | Summit Branch. 100 | 250,000 | | |
| Catawissa. 50 | 1,119,500 | | | Massachusetts. 100 | 1,000,000 | M. & S. | Sep. '66 8 | Syr. Bingham. and N. Y. 100 | 1,314,130 | J. & D. | July '71 4 |
| Catawissa, pref. 100 | 2,300,000 | M. & N. | May '71 3 | Memphis and Charleston. 100 | 5,812,724 | M. & S. | Sep. '66 8 | Taunton Branch. 100 | 400,000 | | |
| Cayuga & Susquehanna. 50 | 589,110 | J. & J. | May '71 3 | Memphis and Ohio. 100 | 1,240,000 | F. & A. | Dec. '70 3 | Tennessee and Alabama. 100 | 595,922 | J. & J. | July '71 5 |
| Cedar Rapids & Mo. pref. 100 | 765,000 | M. & N. | July '70 5 | Metropolitan (Boston). 100 | 13,225,848 | J. & J. | July '71 5 | Terre Haute and Indiana. 50 | 1,988,150 | J. & J. | May '70 6 |
| Central of Georgia. 100 | 4,666,300 | J. & J. | Oct. '71 2 | Michigan Central. 100 | 148,025 | J. & J. | Dec. '70 2 | Third Avenue (N. Y.). 100 | 1,760,000 | J. & J. | July '71 2 |
| Central of New Jersey. 100 | 16,000,000 | J. & D. | Jun. '71 3 | Middleboro' and Taunton. 100 | 400,000 | J. & D. | Dec. '70 2 | Tol. Peoria and Warsaw. 100 | 2,700,000 | | January, 1870, 11.4s |
| Central Ohio. 100 | 2,425,000 | J. & D. | Jun. '71 3 | Middleboro' and Taunton. 100 | 400,000 | A. & O. | Dec. '70 2 | Tol. (R. D.) pref. 100 | 1,700,000 | | |
| Do. pref. 100 | 400,000 | J. & D. | Oct. '71 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Tol. Wabash and West. 100 | 1,400,000 | M. & N. | May '70 3 |
| Central Park, N. & E. River. 100 | 970,000 | J. A. J. & O. | Jan. '70 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Troy and Boston. 100 | 607,111 | J. & D. | Jun. '71 3 |
| Chemung. 100 | 880,000 | J. & J. | July '71 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Troy and Greenbush. 100 | 274,400 | M. & N. | Nov. '70 4 |
| Chemung, preferred. 100 | 2,085,925 | M. & S. | Sep. '71 5 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Union Transport'n (Bos.). 100 | 200,000 | J. & J. | July '71 3 |
| Chicago and Alton. 100 | 8,925,500 | M. & S. | Sep. '71 5 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Union (Phila.). 100 | 291,474 | J. & J. | July '71 3 |
| Chicago and Quincy. 50 | 16,590,210 | J. & J. | July '71 6 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Utica and Black River. 100 | 1,686,000 | J. & J. | June '71 4 |
| Chicago, Iowa & Nebraska. 100 | 1,000,000 | M. & S. | July '71 6 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Vermont and Canada. 100 | 2,600,000 | J. & D. | June '71 4 |
| Chicago and Milwaukee. 100 | 2,227,000 | J. & D. | June '71 5 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Vermont Central. 100 | 5,000,000 | J. & J. | July '71 2 |
| Chicago & N. Western. 100 | 14,676,829 | J. & D. | June '71 5 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Vermont and Massachusetts. 100 | 2,600,000 | | |
| Do. pref. 100 | 20,370,283 | A. & O. | Oct. '71 4 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Vicksburg and Meridian. 100 | 357,405 | | |
| Chicago, R. I. & Pacific. 100 | 17,000,000 | A. & O. | Oct. '71 4 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Virginia Central. 100 | 3,353,679 | | |
| Cin. Ham. & Dayton. 100 | 3,500,000 | A. & O. | Apr. '71 4 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Virginia and Tennessee. 100 | 3,606,300 | | |
| Cincinnati City Passenger. 100 | 3,500,000 | J. & J. | Jan. '68 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Western Union. 100 | 2,707,693 | | |
| Cin. Sand. & Cleveland. 50 | 428,848 | M. & N. | May '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | West Jersey. 100 | 1,209,000 | F. & A. | Aug. '71 4 |
| Citizens Passenger (Phila.). 50 | 192,750 | J. & J. | July '71 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | West Philadelphia. 100 | 249,100 | J. & J. | July '71 5 |
| Clev. Col. Cin. & Ind. 100 | 11,620,000 | F. & A. | Aug. '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Wilm. and Weldon. 100 | 1,483,770 | J. & J. | Jan. '71 3 |
| Cleveland & Mahoning. 50 | 2,086,750 | M. & N. | May '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Winchester and Potomac. 100 | 1,517,650 | | |
| Cleveland and Pittsburgh. 50 | 7,494,588 | F. & A. | Aug. '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | Worcester and Nashua. 75 | 1,400,555 | J. & J. | July '71 5 |
| Cleveland and Toledo. 50 | 6,000,000 | M. & S. | Aug. '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Columbus and Xenia. 50 | 1,788,800 | M. J. S. D. | Sept. '71 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Concord. 50 | 1,500,000 | M. & N. | May '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Concord & Portl., guar. 100 | 360,000 | J. & J. | July '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Coney Island & Brooklyn. 100 | 600,000 | | | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Conna. & Passumps. & pref. 100 | 2,084,200 | F. & A. | Aug. '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Connecticut River. 50 | 1,700,000 | J. & J. | July '71 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Cumberland and Va. 50 | 1,316,900 | A. & O. | Apr. '71 4 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Danbury and New. 50 | 400,000 | quarterly | Dec. '70 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Dayton and Michigan. 100 | 2,400,000 | J. & J. | Jan. '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Delaware. 50 | 1,107,291 | J. & J. | Dec. '70 6 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Del. Lackaw. & Western. 50 | 16,277,000 | J. & J. | Dec. '70 6 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Des Moines Valley. 100 | 1,024,200 | | | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Detroit & Milwaukee. 100 | 452,450 | | | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Do. pref. 100 | 2,090,000 | | | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| D. Dock, E. Bd. & Bat. 100 | 1,200,000 | F. & A. | May '70 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Dubuque and Sioux City. 50 | 6,000,000 | J. & J. | July '71 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Do. do. pref. 100 | 2,090,000 | J. & J. | July '71 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| East Mahanoy. 50 | 292,550 | J. & J. | July '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Eastern (Mass.). 100 | 4,082,000 | J. & J. | July '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Eastern (N. H.). 100 | 492,500 | J. & J. | July '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| East Pennsylvania. 50 | 1,309,200 | J. & J. | July '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| East Tenn. Va. and Ga. 100 | 1,939,524 | J. A. J. & O. | Jan. '65 4 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Eighth Avenue (N. Y.). 100 | 1,000,000 | F. & A. | Feb. '71 2 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Elm. Jeffers & Canand. 50 | 600,000 | M. & N. | May '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Elmira & Williamsport. 50 | 600,000 | J. & J. | Jan. '71 3 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Do. do. pref. 50 | 600,000 | F. & A. | Feb. '66 4 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Erie Railway. 100 | 75,000,000 | F. & A. | Feb. '66 4 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Do. pref. 100 | 8,535,910 | Annual | Dec. '69 7 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Erie & Pittsburg. 50 | 999,760 | M. J. S. D. | Dec. '70 1 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | | | |
| Evansville & Crawfordsville. 100 | 1,143,448 | J. & J. | July '71 4 | Midvale and Minehill. 50 | 325,378 | J. & J. | Feb. '71 5 | | </ | | |

NATIONAL AND STATE SECURITIES.

| | Amounts outstanding. | Rate. | Payable. | WHEN PAYABLE. | Market Price. | | Amounts outstanding. | Rate. | Payable. | WHEN PAYABLE. | Market Price. | |
|---|----------------------|-------|---------------|---------------|---------------|---|----------------------|-------|---------------|---------------|---------------|--|
| | | | | | | * Indicates that no interest is paid. | | | | | | |
| National Securities Oct. 1, 1871. | | | | | | | | | | | | |
| Loan of June 14, 1858.....registered | \$6,045,000 | 5 | Jan. & July. | 1874 | 105 1/2 | Maryland—Eastern Shore R. R. Loan..... | 20,131 | 5 | J. A. J. & O. | 1890 | 105 | |
| coupon | 13,955,000 | 5 | Jan. & July. | 1874 | 110 | .. Defense Loan Bonds..... | 3,651,398 | 5 | .. | 1883 | 105 | |
| Loan of February 8, 1861.....registered | 13,714,000 | 5 | Jan. & July. | 1880 | 115 1/2 | .. Southern Relief Bonds..... | 100,000 | 5 | .. | 1873 | 105 | |
| coupon | 4,701,000 | 6 | Jan. & July. | 1880 | 116 1/2 | Massachusetts—State Scrip..... | 324,000 | 5 | Jan. & July. | 74-75 | 105 | |
| Oregon War Bonds of March 2, 1861.....coupon | 645,000 | 6 | Jan. & July. | 1881 | 110 | .. | 275,000 | 5 | April & Oct. | 73-74 | 105 | |
| Loan of July 1, and Aug. 3, 1861.....registered | 124,800,500 | 6 | Jan. & July. | 1881 | 115 1/2 | .. | 320,000 | 5 | May & Nov. | 72-73 | 97 1/2 | |
| coupon | 54,520,700 | 6 | Jan. & July. | 1881 | 116 1/2 | .. | 133,000 | 5 | June & Dec. | 72-77 | 105 | |
| Loan of Feb. 25, 1862 (5-20s).....registered | 80,566,050 | 6 | May & Nov. | 1882 | 110 | .. Union Fund Loan of 1861..... | 3,000,000 | 6 | Jan. & July. | 71-72 | 111 | |
| coupon | 380,765,750 | 6 | Jan. & July. | 1882 | 114 1/2 | .. of 1863..... | 600,000 | 5 | .. | 77-78 | 111 1/2 | |
| Loan of March 3, 1863.....registered | 53,352,650 | 6 | Jan. & July. | 1881 | 116 1/2 | .. Coast Defense Loan..... | 588,000 | 5 | .. | 1883 | 111 1/2 | |
| coupon | 21,647,350 | 6 | May & Nov. | 1884 | 110 1/2 | .. Bounty Loan of 1863..... | 200,000 | 5 | .. | 1883 | 111 1/2 | |
| Loan of March 3, 1864 (5-20s).....registered | 2,497,900 | 6 | May & Nov. | 1884 | 110 1/2 | .. of 1864..... | 4,379,500 | 5 | May & Nov. | 1894 | 98 | |
| Loan of June 30, 1864 (5-20s).....registered | 41,610,500 | 6 | Jan. & July. | 1884 | 113 1/2 | .. (stg.)..... | 4,000,744 | 5 | .. | 1894 | 98 | |
| coupon | 41,995,700 | 6 | Jan. & July. | 1884 | 113 1/2 | .. War Loan (cur. 5-20 yr.)..... | 3,505,000 | 5 | Mar. & Sept. | 1886 | 101 | |
| Loan of March 3, 1865 (5-20s).....registered | 44,839,900 | 6 | Jan. & July. | 1885 | 114 | .. Western R. R. Loan, (stg.)..... | 761,815 | 5 | April & Oct. | 1871 | 101 | |
| coupon | 120,622,800 | 6 | Jan. & July. | 1885 | 114 1/2 | .. T. & G. R. R. & Hoosac T. stg..... | 3,605,580 | 5 | .. | 78-79 | 97 1/2 | |
| coupon | 6,081,550 | 6 | Jan. & July. | 1885 | 112 1/2 | .. Southern Vermont R. R..... | 960,500 | 5 | .. | 91-92 | 90 | |
| coupon | 163,685,800 | 6 | Jan. & July. | 1885 | 112 1/2 | .. Eastern R. R..... | 50,000 | 5 | Jan. & July. | 1871 | 100 | |
| coupon | 91,037,500 | 6 | Jan. & July. | 1887 | 112 1/2 | .. Norwich & Worcester..... | 400,000 | 5 | .. | 1877 | 100 | |
| coupon | 235,847,650 | 6 | Jan. & July. | 1887 | 113 | .. Bos. Hart & Erie (stg.)..... | 3,599,024 | 5 | .. | 1900 | 100 | |
| coupon | 12,411,000 | 6 | Jan. & July. | 1888 | 112 1/2 | Michigan—Renewal Loan Bonds..... | 180,000 | 6 | .. | 1878 | 100 | |
| coupon | 26,931,900 | 6 | Jan. & July. | 1888 | 113 | .. Two Million Loan Bonds..... | 1,621,000 | 6 | .. | 73-83 | 100 | |
| Loan of March 3, 1864, (10-40s).....registered | 137,810,160 | 5 | Mar. & Sept. | 1904 | 108 1/2 | .. War and Bounty Loan Bonds..... | 478,000 | 7 | May & Nov. | 1890 | 100 | |
| coupon | 56,757,200 | 5 | Mar. & Sept. | 1904 | 109 1/2 | .. Sault St. Marie Canal Bonds..... | 86,000 | 6 | Jan. & July. | 1879 | 100 | |
| Consols of July 14, '70 & Jan. 20, '71.....registered | 54,471,150 | 5 | F. M. A. & N. | 1881 | 100 | .. Minnesota—State Building Loan Bonds..... | 250,000 | 7 | Jan. & July. | 77-79 | 100 | |
| coupon | 7,955,350 | 5 | F. M. A. & N. | 1881 | 100 | .. Sioux War Loan Bonds..... | 100,000 | 7 | May & Nov. | 1872 | 100 | |
| Consols registered | 27,490,000 | 4 1/2 | F. M. A. & N. | 1886 | 100 | .. *Railroad Loans Bonds..... | 2,275,000 | 7 | .. | 1883 | 100 | |
| Consols coupon | 14,000,000 | 4 1/2 | F. M. A. & N. | 1886 | 100 | Mississippi—State Bonds (for banks)..... | 2,000,000 | 6 | .. | 41-71 | 100 | |
| Consols registered | 678,000 | 4 1/2 | F. M. A. & N. | 1901 | 100 | .. Interest Bonds of 1868..... | 438,000 | 6 | Jan. & July. | 1883 | 100 | |
| Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.) | 27,490,000 | 4 | .. | 1901 | 100 | .. Railroad Bonds of 1868..... | 2,727,000 | 6 | .. | 1888 | 100 | |
| Navy Pension Fund of July 23, 1868.....(cur.) | 14,000,000 | 3 | .. | 1875 | 100 | .. Railroad Loans..... | 13,112,000 | 6 | .. | 74-96 | 93 1/2 | |
| Certificates of Indebtedness 1870.....(cur.) | 678,000 | 3 | .. | 1875 | 100 | .. South Pacific guar..... | 1,589,000 | 7 | .. | 1876 | 79 | |
| Pacific R. R. Bonds.....(currency) | 64,618,532 | 6 | Jan. & July. | 96-99 | 110 1/2 | .. Hannibal and St. Joseph..... | 3,000,000 | 6 | .. | 73-87 | 95 | |
| U. S. Notes and Fractional Currency..... | 394,660,231 | nil. | .. | .. | .. | Nebraska—(No Debt)..... | 3,000,000 | 6 | .. | 73-87 | 95 | |
| State Securities, latest dates. | | | | | | Nevada—State Loan Bonds..... | 500,000 | 15 | Jan. & July. | 1872 | 100 | |
| Alabama—State Bonds (original)..... | 168,000 | 5 | May & Nov. | 1872 | 68 | New Hampshire—War Loan of July 1, 1861..... | 899,200 | 6 | .. | 71-78 | 100 1/2 | |
| (extended)..... | 2,414,500 | 5 | .. | 83-86 | .. | of Sept. 1, 1864..... | 600,000 | 6 | Mar. & Sept. | 84-89 | 100 | |
| (sterling)..... | 688,000 | 5 | .. | 1870 | .. | of Oct. 1, 1865..... | 1,000,000 | 6 | April & Oct. | 71-74 | 99 | |
| (extended)..... | 82,500 | 6 | Jan. & July. | 1886 | .. | New Jersey—War Loan of 1861 (free)..... | 1,299,900 | 6 | Jan. & July. | 71-84 | 100 | |
| (new)..... | 712,500 | 5 | .. | 1886 | .. | of 1863 (free)..... | 1,002,900 | 6 | .. | 86-96 | 105 | |
| Arkansas—State Bonds (refunded)..... | 1,316,700 | 8 | .. | 86-88 | 100 1/2 | of 1864..... | 593,400 | 6 | .. | 97-102 | 105 | |
| (Aid R. R.)..... | 3,000,000 | 6 | Jan. & July. | 1899 | 58 1/2 | New York—Bounty Fund Stocks..... | 1,478,000 | 7 | .. | 1877 | 110 | |
| California—Civil Bonds of 1867..... | 3,000,000 | 7 | Jan. & July. | 1877 | 115 | .. Bonds..... | 21,089,000 | 7 | .. | 1877 | 110 | |
| 1860..... | 138,500 | 7 | .. | 1880 | .. | .. General Fund Stocks..... | 1,910,082 | 6 | J. A. J. & O. | 1878 | 100 | |
| Relief Fund Bonds of 1863..... | 424,500 | 7 | .. | 1883 | .. | .. | 800,000 | 6 | .. | 1878 | 100 | |
| Bounty Fund Bonds of 1864..... | 805,000 | 7 | .. | 1884 | .. | .. | 348,000 | 5 | .. | 1875 | 100 | |
| Central Pacific R. R. Loan of 1865..... | 1,500,000 | 7 | .. | 1885 | .. | .. Canal Fund Stocks..... | 2,257,900 | 6 | J. A. J. & O. | 1872 | 100 | |
| Connecticut—War Bonds of 1861, (10-20s)..... | 5,927,000 | 6 | Jan. & July. | 81-82 | 100 1/2 | .. | 5,150,100 | 6 | .. | 1873 | 107 1/2 | |
| of 1863, (20s)..... | .. | 6 | .. | 1883 | 100 1/2 | .. | 2,099,000 | 6 | .. | 1874 | 109 | |
| of 1864, (10-20s)..... | .. | 6 | April & Oct. | 1884 | 101 | .. | 473,000 | 6 | .. | 1875 | 109 | |
| of 1865, (20s) free..... | .. | 6 | .. | 1885 | .. | .. | 880,000 | 6 | .. | 1877 | 100 | |
| (various) registered | 867,500 | 6 | Various. | Var. | .. | .. | 1,106,420 | 5 | .. | 1874 | 100 | |
| Florida—State Bonds 1868..... | 300,000 | 6 | Jan. & July. | 1898 | .. | North Carolina—State Bonds for R. R. (old)..... | 4,738,500 | 6 | Jan. & July. | 71-91 | 39 1/2 | |
| 1869..... | 200,000 | 6 | Jan. & July. | 1889 | .. | .. (old)..... | 3,639,400 | 6 | April & Oct. | 71-91 | 39 1/2 | |
| Railroad Loans \$16,000 per mile..... | .. | 6 | Various. | 71-74 | 84 | .. State Bonds for R. R. (new)..... | 2,625,000 | 6 | Jan. & July. | 92-96 | 21 | |
| Georgia—W. & Atl. R. R. 1841 to 1844..... | 1,023,000 | 7 | Various. | 72-74 | 92 1/2 | .. (new)..... | 1,739,000 | 6 | April & Oct. | 92-96 | 30 | |
| 1842 to 1845..... | 273,000 | 7 | Various. | 72-74 | 92 1/2 | .. Funding & c. Bonds of '66-'68..... | 2,800,400 | 6 | Jan. & July. | 1899 | 104 | |
| Atl. and Gulf R. R. 1856 to 1866..... | 800,000 | 6 | Feb. & Aug. | 78-86 | 84 1/2 | .. | 1,821,400 | 6 | April & Oct. | 1899 | 104 | |
| Bonds (Act March 12, 1865)..... | 3,700,000 | 7 | Jan. & July. | 1886 | 93 | .. Special Tax Bonds..... | 11,407,000 | 6 | .. | 1899 | 104 | |
| Illinois—Interest Bonds of 1847..... | 980,696 | 6 | .. | 1877 | 100 1/2 | Ohio—State Loan (New York)..... | 1,284,317 | 6 | Jan. & July. | 1870 | 104 | |
| Stock of 1857..... | 134,311 | 6 | .. | 1877 | 100 | (")..... | 1,600,000 | 6 | .. | 1875 | 103 1/2 | |
| Refunded Stock Bonds..... | 348,000 | 6 | .. | Var. | .. | (")..... | 4,095,309 | 6 | .. | 1881 | 104 1/2 | |
| Normal University Bonds..... | 45,000 | 6 | .. | 1879 | .. | (")..... | 2,400,000 | 6 | .. | 1886 | 100 1/2 | |
| Thornton Loan Bonds..... | 103,000 | 6 | Mar. & Sept. | 1879 | .. | .. Union Loan (Columbus)..... | 366,975 | 6 | May & Nov. | 1871 | 100 | |
| War Loan Bonds..... | 416,800 | 6 | Jan. & July. | 1879 | .. | Oregon—Relief and Bounty Bonds..... | 176,156 | 7 | Jan. & July. | 74-84 | 100 | |
| Indiana—State Bonds..... | 204,000 | 6 | .. | 1866 | .. | Pennsylvania—Redemption Loan of 1867..... | 92,850 | 5 | Feb. & Aug. | 1872 | 95 | |
| War Loan Bonds..... | 300,000 | 6 | May & Nov. | 1888 | .. | .. | 4,731,300 | 6 | .. | 1872 | 100 1/2 | |
| Iowa—War and Defense Bonds of 1861..... | 100,675 | 6 | Jan. & July. | 1886 | .. | .. | 90,400 | 6 | .. | 1877 | 95 | |
| Kansas—State Bonds..... | 1,059,500 | 7 | .. | 83-84 | .. | .. | 7,890,550 | 6 | .. | 1877 | 103 | |
| military..... | 176,000 | 7 | .. | 76-89 | .. | .. | 726,950 | 6 | .. | 1882 | 95 | |
| Kentucky—State Bonds of 1841-42..... | 913,000 | 6 | April & Oct. | 71-72 | 99 1/2 | .. | 9,237,050 | 6 | .. | 1882 | 106 | |
| of 1843..... | 160,000 | 5 | .. | 1873 | .. | .. Inclined Plane Loan..... | 400,000 | 6 | April & Oct. | 1879 | 107 | |
| military..... | 309,300 | 5 | Various. | 1895 | .. | .. Military Loan..... | 2,769,250 | 5 | Feb. & Aug. | 1871 | 100 1/2 | |
| Louisiana—Charity Hospital..... | 86,000 | 5 | Mar. & Sept. | 1872 | .. | .. State Stocks (old)..... | 384,000 | 5 | Jan. & July. | 1882 | 100 | |
| State Bonds, general..... | 750,000 | 6 | Jan. & July. | 1893 | 68 | (old)..... | 3,377,000 | 5 | Feb. & Aug. | 77-78 | 104 | |
| Railroad Bonds..... | 561,000 | 5 | Various. | 70-79 | .. | (old)..... | 112,000 | 4 1/2 | Jan. & July. | 1882 | 104 | |
| Levee Bonds 1865..... | 2,052,000 | 6 | Various. | 93-06 | 69 | .. | 1,100,000 | 6 | Mar. & Sept. | 1882 | 100 | |
| 1867..... | 1,000,000 | 8 | Various. | 1886 | .. | of 1863..... | 736,000 | 6 | Jan. & July. | 1893 | 101 | |
| 1870..... | 4,000,000 | 6 | May & Nov. | 1907 | 71 | of 1863..... | 239,000 | 6 | April & Oct. | 1883 | 100 | |
| Funded coupons 1866..... | 3,000,000 | 8 | Mar. & Sept. | 1875 | 85 | of 1864..... | 841,000 | 6 | Feb. & Aug. | 1894 | 100 | |
| Funded Floating Debt..... | 997,300 | 6 | Jan. & July. | 86-88 | .. | South Carolina—Fire Loan of Stock 1833..... | 303,343 | 6 | Jan. & July. | 1870 | 77 | |
| Ship Canal Bonds of 1869..... | 3,000,000 | 6 | May & Nov. | 1910 | 62 | bonds (stg.)..... | 484,445 | 5 | .. | 74-78 | 77 | |
| Penitentiary Bonds of 1869..... | 500,000 | 7 | Mar. & Sept. | 1899 | .. | .. Blue Ridge R. R. bonds of '64..... | 970,000 | 6 | .. | 71-90 | 77 | |
| N. L. & Tex. R. R. Bonds of 1869..... | 546,000 | 8 | April & Oct. | 1909 | 92 1/2 | .. State Capital bonds..... | 1,997,738 | 6 | J. A. J. & O. | 1888 | 59 | |
| Maine—State Bonds..... | 301,000 | 6 | Various. | 75-78 | .. | .. Funded Debt of 1866 & coup..... | 1,431,700 | 6 | .. | 87-97 | 44 1/2 | |
| War Loan of April 25, 1861..... | 800,000 | 6 | Various. | 1871 | .. | .. Conversion Bonds of 1869..... | 1,265,800 | 5 | .. | 1888 | 59 | |
| of Jan. 31, 1863.....(cur.) | 625,000 | 6 | Mar. & Sept. | 1883 | 101 1/2 | .. Funding & Special Bonds '68..... | 1,692,150 | 5 | .. | 1888 | 59 | |
| of Mar. 26, 1863.....(cur.) | 475,000 | 6 | Feb. & Aug. | 1883 | .. | Tennessee—State Bonds proper..... | 1,395,640 | 5 | April & Oct. | Var. | .. | |
| of Mar. 19, 1864.....(cur.) | 2,832,500 | 6 | June & Dec. | 1889 | 101 | .. | 239,166 | 5 1/2 | .. | .. | .. | |
| Municipal War Debts assumed.....(cur.) | 3,084,400 | 6 | April & Oct. | 1889 | 101 | .. Railroad Loans..... | 1,706,000 | 6 | Jan. & July. | long | 64 | |
| Maryland—Balt. & Ohio R. R. Loans, Stg..... | 2,288,888 | 5 | J. A. J. & O. | 1890 | .. | .. Railroad Endorsements..... | 2,172,000 | 6 | .. | .. | .. | |
| converted..... | 445,600 | 5 | .. | 1880 | .. | .. Funding Bonds..... | 4,069,503 | 6 | .. | .. | 63 1/2 | |
| Cher. & Ohio Cur. Loans, Stg..... | 1,855,335 | 5 | .. | 1890 | .. | Texas | | | | | | |

* Indicates that no interest is paid.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|------------|-------|-------------------|----------------|---------|--------|--------------------------------------|------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Adirondack: | | | | | | | Buffalo, Corry and Pittsburg: | | | | | | |
| 1st Mortgage..... | \$930,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mortgage (B., C. & P. of Pa.) | \$100,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Alabama and Chattanooga: | | | | | | | 1st Mort. (Buff. & O.C. Cross-cut) | 600,000 | 7 | " | " | 1886 | .... |
| 1st Mortgage, guar. by Ala. gold | 16,000pm | 8* | Jan. & July. | New York. | 1889 | .... | Buffalo, New York and Erie: | | | | | | |
| 2d Mortgage..... | 9,000pm | 8 | " | " | 1889 | .... | 1st Mortgage..... | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 96 |
| Alabama and Georgia: | | | | | | | 2d Mortgage..... | 380,000 | 7 | May & Nov. | " | 1872 | .... |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... | Burlington, Cedar Rapids & Minn. | | | | | | |
| Albany and Susq. (D. & H. Canal): | | | | | | | 1st Mortgage conv. & skg f.d. gold | 20,000pm | 7* | May & Nov. | New York. | 1919 | 88½ |
| 1st Mortgage, 1863..... | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | .... | Burlington and Missouri River. | | | | | | |
| 2d Mortgage, 1865..... | 2,000,000 | 7 | April & Oct. | " | 1885 | 93 | Stock Bonds redeem. in pref. st'k | 600,000 | 7 | Jan. & July. | Bost. & N. Y. | 1875 | 101 |
| 3d Mortgage, 1869..... | 175,000 | 7 | May & Nov. | " | 1881 | .... | Stock Bonds..... | 1,999,380 | 8 | " | " | 1878 | .... |
| Albany City Loan, 1865..... | 1,000,000 | 6 | " | " | 1895 | .... | Stock Bonds conv. into com. st'k | 1,250,000 | 8 | April & Oct. | " | 1879 | 100 |
| Allegheny Valley: | | | | | | | Stock Bonds..... | 1,246,800 | 8 | Jan. & July. | " | 1889 | .... |
| 1st General Mortgage, 1866..... | 4,000,000 | 7.3 | Jan. & July. | New York. | 1896 | 94 | 1st Mort. (Branch) bonds..... | 900,000 | 8 | " | " | 1894 | .... |
| 1st Mortgage, Eastern Extension | 48,000 | 7 | " | " | .... |  | 1st Mortgage land grant inconv. | 5,000,020 | 7 | April & Oct. | New York. | 1893 | 94 |
| Special Bonds to State of Penn. | 3,600,000 | 6 | " | " | .... |  | Burlington & Mo. Riv. in Neb.: | | | | | | |
| American Central (C. B. & Q.): | | | | | | | 1st Mort. for \$5,000,000, conv.... | 3,360,000 | 8 | Jan. & July. | Boston. | 1894 | 96 |
| 1st Mortgage, traffic guar. 1883.. | 800,000 | 8 | Jan. & July. | New York. | 1878 | .... | California Pacific: | | | | | | |
| Androscooggin: | | | | | | | 1st Mortgage, sinking fund..... | 2,250,000 | 7* | Jan. & July. | New York. | 1889 | 106 |
| 1st Mortgage (Both Loan)..... | 425,000 | 6* | April & Oct. | Portland. | 1890 | .... | Camden and Amboy: | | | | | | |
| Andros & Kennebec (Maine C.): | | | | | | | Sterling Bonds, £288,600 @ 4.84.. | 1,396,824 | 6* | April & Oct. | London. | 1880 | .... |
| 1st Mortgage 1880 and 1881..... | 1,100,000 | 6* | Feb. & Aug. | Boston. | '90-'91 | 86 | Dollar Loan of 1875..... | 675,000 | 6 | " | New York. | 1875 | 97 |
| Atchison, Topeka and Santa Fe: | | | | | | | Dollar Loan of 1883..... | 1,700,000 | 6 | Feb. & Aug. | " | 1883 | 90 |
| 1st Mortgage tax free..... | 15,000pm | 7* | Jan. & July. | New York. | 1900 | 83 | Dollar Loan of 1889..... | 866,000 | 6 | March & Sept. | " | 1889 | 90 |
| Atlanta and Richmond Air Line: | | | | | | | Consolidated Loan..... | 4,929,200 | 6 | June & Dec. | " | 1889 | 95 |
| 1st Mortgage tax free, 1870..... | 16,000pm | 8* | Jan. & July. | New York. | 1900 | .... | Sterling (United Co's) Loan..... | 1,846,000 | 6 | March & Sept. | London. | 1894 | .... |
| Atlantic and Great Western: | | | | | | | Dollar (United Co's) Loan..... | 154,000 | 6 | " | New York. | 1894 | .... |
| 1st Mortgage (N. Y. Penn. & O.) | 8,512,400 | 7* | Various. | London & N. Y. | '76-'84 | .... | Camden and Atlantic: | | | | | | |
| 2d Mortgage (N. Y. Penn. & Ohio) | 3,908,000 | 7* | " | " | '81-'85 | .... | 1st Mortgage of 1853..... | 400,000 | 7 | Jan. & July. | Philadelphia. | 1873 | .... |
| Consolidated Mortgage..... | 17,579,500 | 7* | April & Oct. | London. | 1895 | .... | 2d Mortgage of 1854..... | 500,000 | 7 | April & Oct. | " | 1879 | .... |
| Atlantic and Gulf: | | | | | | | Camden and Burlington County: | | | | | | |
| 1st Mortgage (consol.) tax free.. | 2,000,000 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage of 1866..... | 308,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | .... |
| Atlantic, Mississippi and Ohio: | | | | | | | Carthage & Burlington (C.B. & Q.): | | | | | | |
| 1st Mortgage on whole line..... | 15,000pm | 7 | " | New York. | 1901 | .... | 1st Mortgage guar. and free tax.. | 600,000 | 8 | May & Nov. | New York. | 1879 | .... |
| Atlantic and North Carolina: | | | | | | | Catawissa: | | | | | | |
| 1st Mortgage..... | 200,000 | 8 | Jan. & July. | New York. | 1873 | .... | 1st Mortgage..... | 232,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | 96 |
| Atlantic and Pacific: | | | | | | | Cedar Falls and Minnesota (H. C.): | | | | | | |
| Land Mort. (500,000 acres)..... | 3,000,000 | 6* | Jan. & July. | New York. | 1888 | .... | 1st Mort. (C. F. to Waver. 14 m.) | 204,000 | 7 | April & Oct. | New York. | 1884 | 86 |
| 1st Mortgage (So. Pacific)..... | 7,250,000 | 6* | " | " | 1888 | .... | 1st Mort. (W. to Minn. L. 62 m.) | 1,377,000 | 7 | Jan. & July. | " | 1907 | .... |
| Atlantic and St. Lawrence: | | | | | | | Cedar Rapids & Mo. Riv. (C. & N.W.): | | | | | | |
| Portland City Loan (skg fund) .. | 825,000 | 6 | Various. | B. & N. Y. | 1871 | .... | 1st Mortgage Land Grant..... | 3,617,000 | 7 | April & Oct. | New York. | '91-'16 | 90 |
| 2d Mortgage..... | 404,200 | 6 | April & Oct. | Port. & Bost. | 1871 | .... | Central Branch Union Pacific: | | | | | | |
| 3d Mortgage, sterling..... | 885,500 | 6* | " | London. | 1884 | .... | 1st Mort. (Atch. & Pike's P.) gold | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |
| Sterling Loan of 1864 (5-20s)..... | 484,000 | 6* | May & Nov. | " | 1878 | .... | 2d Mortgage Governm't subsidy. | 1,600,000 | 6 | Jan. & July. | " | 1895 | .... |
| Bald Eagle Valley (Penn. R.R.): | | | | | | | Central of Georgia: | | | | | | |
| 1st Mortgage..... | 371,200 | 6 | Jan. & July. | Philadelphia. | 1881 | .... | 1st Mortgage..... | 789,000 | 7 | March & Sept. | Savannah. | 1875 | .... |
| 2d Mortgage..... | 100,000 | 7 | " | " | 1884 | .... | Central of Iowa: | | | | | | |
| Baltimore and Ohio: | | | | | | | 1st Mort. conv. & tax free..... | 16,000pm | 7* | Jan. & July. | New York. | 1899 | .... |
| Loan of 1856, sinking fund..... | 863,250 | 6 | Jan. & July. | Baltimore. | 1875 | 96½ | Central of New Jersey: | | | | | | |
| Loan of 1850..... | 579,500 | 6 | " | " | 1880 | 95½ | 2d Mortgage..... | 254,000 | 7 | May & Nov. | New York. | 1875 | .... |
| Loan of 1863..... | 1,710,500 | 6 | April & Oct. | " | 1885 | 93½ | New Loan for \$5,000,000..... | 2,837,000 | 7 | Feb. & Aug. | " | 1890 | 102½ |
| Loan of 1870..... | 3,872,000 | 6* | March & Sept. | London. | 1895 | .... | Central Ohio (B. & O.): | | | | | | |
| Loan of 1883 (Baltimore) skg fd. | 5,000,000 | 6* | Jan. & July. | Baltimore. | 1890 | .... | 1st Mortgage guaranteed..... | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 84½ |
| Baltimore and Potomac: | | | | | | | Central Pacific of California: | | | | | | |
| 1st Mort. of '69 for \$3,000,000 g'd | ..... | 6* | Jan. & July. | New York. | 1899 | .... | 1st Mortgage..... | 26,010,000 | 6* | Jan. & July. | New York. | '95-'99 | 100½ |
| Bangor and Piscataquis: | | | | | | | Subordinate Loan (Int. by State) | 1,500,000 | 7* | " | " | 1885 | .... |
| 1st Mortgage (Bangor) loan | 580,000 | 6 | April & Oct. | Bangor. | 1890 | .... | Convertible bonds..... | 1,500,000 | 7* | " | " | 1883 | 101½ |
| Barclay Coal: | | | | | | | Income bonds..... | 10,000,000 | .... | " | " | 1883 | .... |
| 1st Mortgage..... | 107,000 | 7 | March & Sept. | Philadelphia. | 1882 | .... | Charleston and Savannah: | | | | | | |
| Bay City and East Saginaw: | | | | | | | 1st Mortgage guar. by S. Car.... | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... |
| 1st Mort. guar. by F. & P. Mrg. Co. | 100,000 | 10 | Jan. & July. | Detroit. | 1886 | .... | Charlotte, Columbia & Augusta: | | | | | | |
| Bay de Noquet and Marquette: | | | | | | | 1st Mort. (Char. & S. Car. 110 m.) | 71,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| 1st Mortgage Income..... | 250,000 | 8 | April & Oct. | Boston. | 1875 | .... | 1st Mort. (Col. & Aug. 85 m.) .. | 371,500 | 7 | " | " | 1890 | .... |
| Belfast and Moosehead Lake: | | | | | | | 1st Mortgage (consol. 195 m.)... | 786,000 | 7 | " | " | 1895 | .... |
| 1st Mort. guar. by M. C. Co. gold. | 150,000 | 6* | May & Nov. | Portland. | 1890 | .... | Cheraw and Darlington: | | | | | | |
| Bellefontaine & Ind. (C. C. & Ind.): | | | | | | | 1st Mortgage..... | 150,000 | 7 | April & Oct. | Charleston. | 1870 | .... |
| 1st Mortgage..... | 637,000 | 7 | Jan. & July. | New York. | '70-'90 | .... | 2d Mortgage..... | 75,000 | 7 | Jan. & July. | " | 1879 | .... |
| Bellefonte and Snow Shoe: | | | | | | | Cherry Valley, Sharon & Albany: | | | | | | |
| 1st Mortgage..... | 99,000 | 6 | Jan. & July. | Philadelphia. | 1883 | .... | 1st Mortgage convertible..... | 300,000 | 7 | June & Dec. | New York. | 1890 | .... |
| Beloit and Madison (C. & N.W.): | | | | | | | Chesapeake and Ohio: | | | | | | |
| 1st Mortgage guaranteed..... | 354,000 | 7 | Jan. & July. | New York. | 1888 | .... | Consol. sink fund, gold (428 m.) | 15,000,000 | 6* | May & Nov. | New York. | 1907 | 93 |
| Belvidere Delaware: | | | | | | | 1st Mort. (Va. Cen. R.R. 205 m.) gr. | 100,000 | 6 | Jan. & July. | " | 1880 | .... |
| 1st Mortgage (guaranteed by | 1,000,000 | 6 | June & Dec. | New York. | 1877 | .... | 2d Mort. (" " ") .. | 186,500 | 6 | " | " | 1872 | .... |
| 2d Mortgage (Camden and) | 490,500 | 6 | March & Sept. | Princeton. | 1885 | 82½ | 3d Mort. (" " ") .. | 901,000 | 6 | " | " | 1884 | .... |
| 3d Mortgage (Amboy.) | 745,000 | 6 | Feb. & Aug. | " | 1887 | 82½ | Income..... | 300,000 | 8 | " | " | 1876 | .... |
| Blue Ridge, (S. Car.): | | | | | | | Cheshire: | | | | | | |
| 1st Mortgage guar. by State, gold | 4,000,000 | 7* | Jan. & July. | Charleston. | 1898 | .... | Plain bonds..... | 771,000 | 6 | Jan. & July. | Boston. | '75-'80 | 95 |
| Boston, Clinton and Fitchburg: | | | | | | | Chester Creek: | | | | | | |
| 1st Mortgage (Agricultural Br.) | 400,000 | 6 | Jan. & July. | Boston. | 1884 | .... | 1st Mortgage..... | 185,000 | 6 | Jan. & July. | Philadelphia. | 1903 | .... |
| Equalization or consol. bonds..... | 248,000 | 6 | " | " | " | .... | Chester & Chicago Br. Junction: | | | | | | |
| 2d Mortgage of 1869-'70..... | 182,500 | 7 | " | " | '89-'90 | .... | 1st Mortgage sinking fund..... | 1,000,000 | 10 | May & Nov. | St. Louis. | 1877 | .... |
| Boston, Concord and Montreal: | | | | | | | Chester and Tamaroa: | | | | | | |
| 1st Mort. (Conc. to War. 71 m.) .. | 13,000 | 7 | Feb. & Aug. | New York. | 1865 | .... | 1st Mortgage..... | 660,000 | 7* | May & Nov. | New York. | 1901 | .... |
| 2d Mort. conv. (1st M. on 22½ m.) | 150,000 | 6 | Jan. & July. | Boston. | 1870 | .... | Chester Valley: | | | | | | |
| 2d Mort. conv. (1st M. on 22½ m.) | 200,000 | 7 | " | New York. | 1870 | .... | 1st Mortgage..... | 500,000 | 7 | May & Nov. | Philadelphia. | 1877 | .... |
| Sinking Fund Mortgage..... | 507,000 | 6 | " | Boston. | 1889 | 92 | Chicago and Alton: | | | | | | |
| Boston, Hartford and Erie: | | | | | | | 1st Mortgage, pref. sinking fund. | 308,000 | 7 | May & Nov. | New York. | 1877 | 101 |
| 1st Mortgage (old)..... | 280,000 | 7 | March & Sept. | Boston. | 1884 | .... | 1st Mortgage..... | 2,400,000 | 7 | Jan. & July. | " | 1893 | 106½ |
| 1st Mortgage (new) for \$20,000,000 | 17,000,000 | 7 | Jan. & July. | " | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|------------|-------|--------|---|-------------|-------|-------------------|---------------|------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Chicago, Cincinnati and Loulev.: | | | | | | | Columbus and Hocking Valley: | | | | | | |
| 1st Mortgage..... | \$1,000,000 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage skg fund..... | \$1,498,000 | 7 | April & Oct. | New York. | 1897 | .... |
| Chicago, Danville and Vincennes: | | | | | | | 2d Mortgage..... | 118,000 | 7 | Jan. & July. | " " | 1880 | .... |
| 1st Mortgage S. F. ....gold | 2,500,000 | 7* | April & Oct. | New York. | 1909 | 87 1/2 | Columbus, Springfield and Cin.: | | | | | | |
| 1st Mortgage Dubuque & Minnesota: | | | | | | | 1st Mortgage for \$1,000,000..... | | 7 | | New York. | 18— | .... |
| 1st Mortgage guaranteed..... | 25,000pm | 7 | April & Oct. | New York. | 1901 | .... | Columbus and Xenia: | | | | | | |
| Chicago and Illinois Southern: | | | | | | | 1st Mortgage..... | 302,000 | 6 | March & Sept. | New York. | 1890 | .... |
| 1st Mortgage, 162 miles..... | 3,078,000 | 8 | March & Sept. | New York. | 1900 | .... | Concord and Claremont: | | | | | | |
| Chicago, Iowa and Nebraska: | | | | | | | 1st and 2d Mortgage..... | 374,000 | 6 | | Boston. | Due. | .... |
| 2d (now 1st) Mortgage guar..... | 591,700 | 7 | Jan. & July. | New York. | 1880 | 95 | Connecticut and Passumpsic Riv.: | | | | | | |
| 3d (now 2d) mortgage..... | 218,000 | 7 | Feb. & Aug. | " " | 1892 | .... | 1st Mortgage skg fund, 1856..... | 455,800 | 6 | June & Dec. | Boston. | 1876 | 92 1/2 |
| Chicago & Milwaukee (C. & N.W.): | | | | | | | Notes payable, coupon tax free. | 559,429 | 7 | " " | " " | 1878 | 100 1/2 |
| 1st Mortgage on 45 miles guar..... | 397,000 | 7 | May & Nov. | New York. | 1874 | .... | Connecticut River: | | | | | | |
| 1st Mortgage (consol.) 85 m. guar. | 1,129,000 | 7 | Jan. & July. | " " | 1898 | .... | 1st Mortgage skg fund..... | 250,000 | 6 | March & Sept. | Boston. | 1878 | .... |
| Chicago and Northwestern: | | | | | | | Connecticut Western: | | | | | | |
| Pref. sinking fund b'ds (193 m.). | 1,245,500 | 7 | Feb. & Aug. | New York. | 1885 | 99 | 1st Mortgage..... | 81,500 | 7 | | Hartford. | 18— | .... |
| Interest (Fded coup.) b'ds (193m.). | 755,000 | 7 | May & Nov. | " " | 1883 | 95 | Connecting (Philadelphia): | | | | | | |
| 1st Mortgage General (193 m.). | 3,588,000 | 7 | Feb. & Aug. | " " | 1885 | 98 | 1st Mortgage..... | 1,000,000 | 6 | March & Sept. | Philadelphia. | 1890 | 86 |
| 1st Mortgage, Appleton Ext..... | 184,000 | 7 | " " | " " | 1885 | .... | Contoocook River: | | | | | | |
| 1st Mortgage, Green Bay Ext..... | 300,000 | 7 | " " | " " | 1885 | .... | 1st Mortgage..... | 30,000 | 6 | | Boston. | 18— | .... |
| Equipment Mortgage..... | 101,000 | 7 | April & Oct. | " " | 1874 | .... | Cooperstown and Susq. Valley: | | | | | | |
| 1st Mort. (Gal. & Chic. U. R. R.). | 1,785,000 | 7 | Feb. & Aug. | " " | 1882 | .... | 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| 2d Mort. (Gal. & Chic. U. R. R.). | 948,000 | 7 | May & Nov. | " " | 1875 | .... | Coun. Bluffs & St. J. (K. St. J. & C. B.) | | | | | | |
| Miss. Riv. Bridge (") 40m. | 200,000 | 7 | Jan. & July. | " " | 1884 | .... | 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| 1st Mort. (Elgin and State Line). | 135,000 | 7 | " " | " " | 1878 | .... | 2d Mortgage..... | 150,000 | 10 | " " | " " | 1872 | .... |
| 1st Mortgage (Peninsula)..... | 767,000 | 7 | March & Sept. | " " | 1898 | .... | Covington and Lex. (Ky. Cen.): | | | | | | |
| Consol. skg fund Mort. (800 m.). | 2,570,000 | 7 | May & Nov. | " " | 1915 | 92 | 1st Mortgage March 1852..... | 120,000 | 7 | March & Sept. | New York. | 1872 | .... |
| Equipment Mortgage..... | 275,000 | 10 | " " | " " | 1871 | .... | 2d Mortgage March 1863..... | 844,000 | 7 | " " | " " | 1883 | .... |
| 1st Mort. (Chic. & Mil. R. R.) 45m. | 397,000 | 7 | May & Nov. | " " | 1874 | .... | 3d Mortgage June 1865..... | 237,000 | 7 | June & Dec. | " " | 1885 | .... |
| 2d Mort. (Mil. & Chi. R. R.) 40m. | 182,000 | 7 | March & Sept. | " " | 1874 | .... | Cumberland Coal and Iron: | | | | | | |
| 3d Mort. (") 40m. | 10,500 | 7 | June & Dec. | " " | 1898 | .... | 1st Mortgage of March 1866..... | 503,500 | 6 | March & Sept. | New York. | 1891 | .... |
| 1st Mort. (Chi. & Mil. R. W.) 85m. | 1,135,000 | 7 | Jan. & July. | " " | 1898 | .... | 2d Mortgage of May 1, 1868..... | 770,000 | 6 | May & Nov. | " " | 1888 | .... |
| 1st Mort. (Bel. & Mad. R. R.) 40m. | 333,000 | 7 | " " | " " | 1888 | .... | 1st Mort. (George's Cr.) assumed | 98,600 | 6 | June & Dec. | " " | 1881 | .... |
| 1st Mort. (Mad. Exten.) 123 m. g'd | 3,150,000 | 7* | April & Oct. | " " | 1911 | .... | Cumberland Valley: | | | | | | |
| 1st Mort. (McN. Exten.) 120 m. g'd | 2,700,000 | 7* | Jan. & July. | " " | 1911 | .... | 1st Mortgage..... | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | .... |
| Chicago & Mich. Lake Shore: | | | | | | | 2d Mortgage..... | 109,500 | 8 | " " | " " | 1898 | .... |
| 1st Mortgage..... | 4,000,000 | 8 | March & Sept. | New York. | 1889 | .... | Plain bonds..... | 81,800 | 8 | Jan. & July. | " " | 1884 | .... |
| Chicago, Pekin and Southwestern: | | | | | | | Danbury and Norwalk: | | | | | | |
| 1st Mortgage.....gold | 15,000pm | 7* | Jan. & July. | New York. | 1891 | .... | 1st Mortgage of 1869..... | 100,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| Chicago, Rock Island and Pacific: | | | | | | | 1st Mortgage of 1869..... | 200,000 | 7 | " " | " " | 1890 | .... |
| 1st Mortgage (consol.)..... | 9,000,000 | 7 | Jan. & July. | New York. | 1896 | 99 1/2 | Danv. Hazleton & Wilkesbarre: | | | | | | |
| Chi. & Southwestern (C., R. I. & Pac.): | | | | | | | 1st Mortgage tax free 1868..... | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1888 | .... |
| 1st Mort. guar. and tax free, gold | 5,000,000 | 7* | May & Nov. | New York. | 1889 | .... | Davenport and St. Paul: | | | | | | |
| Chillicothe & Brunswick (N. Mo.): | | | | | | | 1st Mortgage of June 1, 1870..... | 20,000pm | 7 | June & Dec. | New York. | 1890 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 8 | Jan. & July. | New York. | 1894 | .... | Dayton and Michigan: | | | | | | |
| Cincinnati & Balt. (Mar. & Cin.): | | | | | | | 1st Mortgage sinking fund..... | 2,776,000 | 7 | Jan. & July. | New York. | 1884 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 7 | April & Oct. | Baltimore. | 18— | .... | 2d Mortgage..... | 642,000 | 7 | March & Sept. | " " | 1879 | .... |
| Cincinnati, Hamilton and Dayton: | | | | | | | 3d Mortgage..... | 700,000 | 7 | April & Oct. | " " | 1888 | .... |
| 1st Mort. of 1863 extended..... | 1,250,000 | 7 | May & Nov. | New York. | 1880 | .... | Toledo Depot bonds..... | 169,500 | 7 | March & Sept. | " " | 1871 | .... |
| 2d Mortgage of 1865..... | 500,000 | 7 | Jan. & July. | " " | 1885 | .... | Dayton and Union: | | | | | | |
| 3d Mortgage of 1867, skg fund..... | 282,000 | 8 | June & Dec. | " " | 1877 | .... | 1st Mortgage, registered..... | 149,000 | 7 | March & Sept. | New York. | 1879 | .... |
| Cinc. and Indiana (C. Lat. & Chi.): | | | | | | | 2d Mortgage..... | 135,000 | 7 | June & Dec. | " " | 1879 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 7 | June & Dec. | New York. | 1892 | .... | Income Bonds..... | 252,445 | 6 | " " | " " | 1879 | .... |
| 2d Mortgage guaranteed..... | 1,500,000 | 7 | Jan. & July. | " " | 77-85 | .... | Dayton and Western: | | | | | | |
| Cincinnati and Indianapolis Junc: | | | | | | | 1st Mortgage..... | 275,000 | 7 | Jan. & July. | New York. | 1905 | .... |
| 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage..... | 433,000 | 6 | " " | " " | 1906 | .... |
| 2d Mortgage..... | 800,000 | 7 | March & Sept. | " " | 1893 | .... | Decatur & E. St. Louis (T. W. & W.): | | | | | | |
| 1st Mortgage (Newcastle Br.) .. | 250,000 | 7 | June & Dec. | " " | 1884 | .... | 1st Mortgage..... | 2,700,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Cincinnati, Lafayette and Chi.: | | | | | | | Decatur, Sullivan and Mattoon: | | | | | | |
| 1st Mortgage.....gold | 20,000pm | 7* | March & Sept. | New York. | 1901 | .... | 1st Mortgage..... | 500,000 | 8 | March & Sept. | New York. | 1901 | .... |
| Cin. and Martinsville (C. & Lat.): | | | | | | | Delaware: | | | | | | |
| 1st Mortgage guaranteed..... | 400,000 | 7 | Jan. & July. | New York. | 1895 | .... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | .... |
| Cincinnati, Richmond & Chicago: | | | | | | | Delaware State Loan..... | 170,000 | 6 | " " | " " | 1876 | .... |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1895 | .... | Guaranteed Bonds..... | 100,000 | 6 | " " | " " | 1875 | .... |
| Cincinnati, Sandusky and Clev.: | | | | | | | Exten. (Seaf. to Delmar) bonds.. | 100,000 | 6 | " " | " " | 1880 | .... |
| 1st Mortgage of 1867..... | 1,051,881 | 7 | June & Dec. | New York. | 1890 | 82 | Oleware, Lackaw. & Western: | | | | | | |
| 1st Mort. (San. Day. and Cin.).. | 988,000 | 6 | Feb. & Aug. | Boston. | 1900 | 77 1/2 | 1st Mort. (Lack. & Western).... | 561,000 | 7 | Jan. & July. | New York. | 1871 | .... |
| 1st Mort. (San. City and Ind.).. | 350,000 | 7 | March & Sept. | " " | 1877 | 91 1/2 | 1st Mort. (Eastern Ext.)..... | 1,111,000 | 7 | April & Oct. | " " | 1875 | 93 |
| Cincinnati and Zanesville: | | | | | | | 2d Mort. (General)..... | 1,633,000 | 7 | March & Sept. | " " | 1881 | 67 |
| 1st Mortgage..... | 1,300,000 | 7 | May & Nov. | New York. | 1893 | .... | Denver Pacific: | | | | | | |
| Clev. Col. and Cine. (C. C. & I.): | | | | | | | 1st Mortgage (Land grant).....gold | 2,500,000 | 7* | May & Nov. | New York. | 1897 | .... |
| 1st Mortgage \$25,000 a year..... | 365,000 | 7 | June & Dec. | New York. | 71-84 | .... | Des Moines Valley: | | | | | | |
| Clev. Col., Cin. & Indianapolis: | | | | | | | 1st Mortgage (on 154 miles).... | 2,310,000 | 8 | April & Oct. | New York. | 1877 | .... |
| 1st Mortgage sinking fund..... | 2,004,000 | 7 | May & Nov. | New York. | 1899 | .... | 1st Mortgage Land grant..... | 4,690,000 | 8 | " " | " " | 1898 | .... |
| 1st Mort. (C., C. & O. R. R.).. | 365,000 | 7 | June & Dec. | " " | 71-84 | .... | Income Bonds..... | 462,000 | 7 | Jan. & July. | " " | 1884 | .... |
| 1st Mort. (Bell. and Ind. R. R.).. | 646,000 | 7 | Jan. & July. | " " | 70-85 | .... | Detroit, Hillsdale and Indiana: | | | | | | |
| Cleveland and Mahoning: | | | | | | | 1st Mort. (16,000 p. m.)..... guar. | 1,080,000 | 8 | June & Dec. | New York. | 1890 | .... |
| 1st Mortgage..... | 810,500 | 7 | Feb. & Aug. | New York. | 1873 | .... | Detroit, Lansing & L. Michigan: | | | | | | |
| 3d Mortgage sinking fund..... | 654,500 | 8 | March & Sept. | " " | 1876 | .... | 1st Mortgage..... | 3,000,000 | 8 | May & Nov. | New York. | 1890 | .... |
| 1st Mort. (Hubbard Br.) skg f'd. | 117,500 | 7 | Jan. & July. | " " | 1881 | .... | 1st Mortgage Ionia and Lansing. | 770,000 | 8 | Jan. & July. | " " | 1879 | .... |
| Clev., Painesv. & Ash. (L. Shore): | | | | | | | 2d Mortgage Ionia and Lansing. | 300,000 | 8 | May & Nov. | " " | 1880 | .... |
| 1st Mortgage Sunbury and Erie. | 500,000 | 7 | Jan. & July. | New York. | 1874 | 97 1/2 | Detroit and Milwaukee: | | | | | | |
| 2d Mortgage (registered)..... | 1,000,000 | 7 | " " | " " | 1880 | .... | 1st Mortgage, convertible..... | 2,500,000 | 7 | May & Nov. | New York. | 1875 | .... |
| 3d Mortgage..... | 1,000,000 | 7 | April & Oct. | " " | 1892 | 98 | 2d Mortgage..... | 1,000,000 | 8 | " " | " " | 1875 | .... |
| Cleveland and Pittsburgh: | | | | | | | 1st Mortgage Funded Coupons .. | 628,525 | 7 | Jan. & July. | " " | 1875 | .... |
| 2d Mortgage..... | 790,500 | 7 | March & Sept. | New York. | 1873 | .... | 2d Mortgage Funded Coupons.. | 377,115 | 7 | May & Nov. | " " | 1875 | .... |
| 3d Mortgage..... | 1,358,000 | 7 | May & Nov. | " " | 1875 | 98 | Bonds of June 30, 1868, (cond) .. | 1,916,639 | 6 | " " | NY & Detroit. | 1886 | .... |
| 4th Mortgage..... | 1,104,844 | 6 | Jan. & July. | " " | 1892 | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|------------|-------|-------------------|---------------|---------|--------|--------------------------------------|-------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Dubuque and Sioux City: | | | | | | | Grand River Valley (Mich. C.). | | | | | | |
| 1st Mortgage (1st Division)..... | \$300,000 | 7 | Jan. & July. | New York. | 1883 | .... | 1st Mortgage, guaranteed..... | \$1,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage (construction)..... | 600,000 | 7 | " " | " " | 1894 | .... | 2d Mortgage, guaranteed..... | 500,000 | 8 | April & Oct. | " " | 1888 | 104 |
| Sinking Fund (convertible)..... | 1,000,000 | 7 | May & Nov. | " " | 1888 | .... | Greenville and Columbia: | | | | | | |
| Dutchess and Columbia: | | | | | | | 1st Mortgage guar. by S. Car.... | 1,426,546 | 7 | Jan. & July. | New York. | '81-'86 | .... |
| 1st Mortgage Jan. 1, 1868..... | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | .... | 1st Mortgage not guaranteed.... | 376,765 | 7 | " " | " " | '81-'86 | .... |
| East Brandywine & Waynesburg: | | | | | | | Greenwich and Johnsonville: | | | | | | |
| 1st Mortgage..... | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | .... | 1st Mortgage..... | 130,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| 2d Mortgage..... | 35,000 | 8 | " " | " " | 1873 | .... | Hackensack & New York (Erie): | | | | | | |
| East Pennsylvania (Ph. & Rdg.): | | | | | | | 1st Mortgage..... | 62,000 | 7 | Jan. & July. | New York. | 1872 | .... |
| 1st Mortgage, guar. Skg Fund.... | 495,000 | 7 | March & Sept. | Philadelphia. | 1888 | .... | Hackensack & N. York Ext. (Erie): | | | | | | |
| East Tenn. & Georgia (E.T.V. & G.): | | | | | | | 1st Mortgage of May 1, 1869..... | 129,100 | 7 | May & Nov. | New York. | 1889 | .... |
| 1st Mortgage..... | 640,000 | 6 | Jan. & July. | New York. | 1880 | .... | Hannibal and Naples: | | | | | | |
| Interest bonds (funded coupons) | 136,400 | 7 | " " | " " | 1876 | .... | 1st Mortgage of Nov. 1, 1868.... | 675,000 | 7 | May & Nov. | New York. | 1898 | 89 |
| East Tennessee, Virginia & Ga.: | | | | | | | Hannibal & Cen. Mo. (C. & Alton): | | | | | | |
| 1st Mortgage, consol. skg fund.... | 3,500,000 | 7 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage guaranteed..... | 15,000pm | 7 | Jan. & July. | New York. | 1890 | .... |
| Eastern Mass.: | | | | | | | Hannibal and St. Joseph: | | | | | | |
| State Loan (1st Lien) \$50,000 a yr. | 250,000 | 5 | J. A. J. & O. | Boston. | 1874 | .... | Mo. State Loan, 1851..... | 1,500,000 | 6 | Jan. & July. | New York. | 1871 | 95 |
| Loan of 1862, sterling..... | 383,000 | 6 | Jan. & July. | London. | 1872 | .... | Mo. State Loan, 1855..... | 1,500,000 | 6 | " " | " " | 1885 | .... |
| Loan 1854, convertible..... | 750,000 | 6 | Feb. & Aug. | Boston. | 1874 | 98 | Six years Mortgage bonds..... | 60,000 | 10 | " " | " " | 1872 | .... |
| Loan of 1865..... | 160,000 | 6 | April & Oct. | " " | 1885 | 95 | Three years' notes..... | 810,000 | 8 | " " | " " | 1873 | .... |
| Loan of 1868..... | 1,000,000 | 6 | March & Sept. | " " | 1888 | .... | Five years' notes..... | 1,024,300 | 8 | " " | " " | 1875 | .... |
| Loan of 1869..... | 600,000 | 6 | May & Nov. | " " | 1889 | 97 | Fifteen years' bonds..... | 1,099,500 | 8 | " " | " " | 1885 | 95 |
| Essex Railroad 1st Mortgage..... | 194,400 | 6 | Jan. & July. | " " | 1876 | 93 | 1st Mort. (Q. and Palmyra R.R.) | 100,000 | 8 | Feb. & Aug. | " " | 1892 | 95 |
| Eastern Shore (Md.): | | | | | | | 1st Mort. (Kan. City & Cam. R.R.) | 1,200,000 | 10 | Jan. & July. | " " | 1892 | 109 |
| 1st Mortgage..... | 400,000 | 6 | Jan. & July. | Baltimore. | 1880 | .... | Land Mortgage..... | 1,565,700 | 7 | April & Oct. | " " | 1888 | .... |
| 2d Mortgage..... | 180,000 | 6 | April & Oct. | " " | 1886 | .... | Convertible Mortgage..... | 5,600 | 7 | Jan. & July. | " " | 1888 | .... |
| Elizabethtown and Paducah: | | | | | | | Hanover Branch (Mass.): | | | | | | |
| 1st Mortgage, convertible..... | 3,000,000 | 8 | March & Sept. | New York. | 1890 | .... | 1st Mortgage..... | 60,000 | 7 | Jan. & July. | Boston. | 1889 | .... |
| Elmira and Williamsport (N. Cen.): | | | | | | | Harlem Extension: | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 94 | 1st Mortgage of Jan. 1, 1870.... | 4,000,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Income Mortgage..... | 570,000 | 5 | May & Nov. | " " | 1872 | .... | Harrisburg & Lancaster (Pa. R.R.): | | | | | | |
| Real Estate (Elmira) bond..... | 50,000 | 7 | " " | " " | .... | .... | 1st Mortgage, guaranteed..... | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 93 |
| Erie Railway: | | | | | | | Hartford and New Haven: | | | | | | |
| 1st Mortgage..... | 3,000,000 | 7 | May & Nov. | New York. | 1877 | 101 | 1st Mortgage..... | 754,000 | 6 | Jan. & July. | New York. | 1873 | .... |
| 2d Mortgage convertible..... | 4,000,000 | 7 | March & Sept. | " " | 1879 | 95 | Hartford, Providence and Fishkill: | | | | | | |
| 3d Mortgage..... | 6,000,000 | 7 | " " | " " | 1883 | 91 | 1st Mort. (R. Island 26.32 m.).... | 481,000 | 7 | Jan. & July. | Providence. | 1876 | .... |
| 4th Mortgage convertible..... | 4,441,000 | 7 | April & Oct. | " " | 1880 | 85 | 1st Mort. (Connecticut 96.04 m.) | 1,574,500 | 7 | " " | Hartford. | 1876 | .... |
| 5th Mortgage convertible..... | 925,500 | 7 | June & Dec. | " " | 1888 | 85 | Hastings and Dakota: | | | | | | |
| Buffalo Branch, 1st mortgage.... | 186,400 | 7 | Jan. & July. | " " | 1891 | .... | 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | New York. | 1900 | .... |
| Sterling Loan (£1,000,000) conv. | 4,844,400 | 6 | March & Sept. | London. | 1875 | .... | Hempfield: | | | | | | |
| Erie and Pittsburgh (Penn.): | | | | | | | 1st Mortgage (part collateral).... | 1,000,000 | 6 | Jan. & July. | Philadelphia. | 1872 | .... |
| 1st Mortgage..... | 749,400 | 7 | Jan. & July. | Philadelphia. | 1882 | .... | Housatonic: | | | | | | |
| 2d Mortgage..... | 153,000 | 7 | March & Sept. | " " | 1890 | .... | 1st Mortgage sinking fund..... | 191,000 | 7 | Jan. & July. | Bridgeport. | 1877 | .... |
| Consolidated Mortgage tax free. | 1,074,000 | 7 | Jan. & July. | " " | 1893 | .... | 2d Mortgage..... | 100,000 | 7 | Feb. & Aug. | " " | 1885 | .... |
| European & North American: | | | | | | | 3d Mortgage of 1869..... | 50,000 | 7 | April & Oct. | " " | 1889 | .... |
| B'gor L'n, 1st on 65m. & 2d on 45m. | 1,000,000 | 6 | Jan. & July. | N. Y. & Lond. | 1898 | .... | Houston and Texas Central: | | | | | | |
| 1st m. R.R. & L'd (B to Win. 45 m.) | 2,000,000 | 6 | " " | " " | 1899 | .... | 1st Mortgage L.G. skg fund, gold | 3,400,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| Evansville and Crawfordsville: | | | | | | | Hudson River (N.Y. Cen. & H.R.): | | | | | | |
| 1st Mortgage (Ev. & Ill. R.R.).... | 350,000 | 7 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage..... | 200,000 | 7 | Feb. & Aug. | New York. | 1870 | .... |
| 1st Mortgage (Ev. & Chi. R.R.).... | 740,000 | 7 | May & Nov. | " " | 1889 | .... | 2d Mortgage, sinking fund..... | 1,894,000 | 7 | June & Dec. | " " | 1885 | 104 |
| 1st Mort (Rockville Extension).... | 150,000 | 7 | Feb. & Aug. | " " | 1881 | .... | 3d Mortgage..... | 180,000 | 7 | May & Nov. | " " | 1875 | .... |
| Consolidated Mortgage..... | .... | 7 | Jan. & July. | " " | 1889 | .... | Huntington and Broad Top Mt.: | | | | | | |
| Evansville, Henderson & Nashv.: | | | | | | | 1st Mort. (extended 1870 to 1890) | 416,000 | 7 | April & Oct. | Philadelphia. | 1890 | 103 |
| 1st Mortgage of July 1, 1867..... | 1,000,000 | 7 | Jan. & July. | New York. | 1897 | .... | 2d Mortgage..... | 267,500 | 7 | Feb. & Aug. | " " | 1875 | 86 |
| Fall River, Warren & Providence: | | | | | | | 1st Mortgage (Consol.)..... | 1,069,000 | 7 | April & Oct. | " " | 1895 | 47 |
| 1st Mortgage..... | 150,000 | 7 | Jan. & July. | Providence. | 1882 | .... | Illinois Central: | | | | | | |
| Fernington (Belv. Del.): | | | | | | | 1st Mortgage Construction..... | 3,090,000 | 7 | April & Oct. | New York. | 1875 | 103 |
| 1st Mortgage guaranteed..... | 100,000 | 6 | Jan. & July. | Princeton. | 1877 | .... | 1st Mortgage Construction..... | 332,000 | 6 | " " | " " | 1875 | .... |
| Fint and Pere Marquette: | | | | | | | Redemption currency..... | 2,500,000 | 6 | " " | " " | 1890 | .... |
| 1st Mortgage L. G., 1st mort.... | 267,000 | 7 | May & Nov. | New York. | 1880 | .... | Redemption, sterling..... | 2,500,000 | 6 | " " | London. | 1890 | .... |
| 1st Mortgage L. G., 2d mort.... | 319,000 | 7 | Jan. & July. | " " | 1887 | .... | Illinois & South. Iowa (T.W. & W.): | | | | | | |
| 1st Mortgage L. G., 3d mort.... | 1,200,000 | 8 | March & Sept. | " " | 1888 | .... | 1st Mortgage..... | 300,000 | 7 | Feb. & Aug. | New York. | 1882 | 85 |
| F. & Holly R.R. b'ds. (\$25,000 a yr) | 200,000 | 10 | May & Nov. | " " | 1888 | .... | Indiana and Illinois Central: | | | | | | |
| Fushing & North Side (L. I.): | | | | | | | 1st Mortgage..... | 2,750,000 | 7 | Jan. & July. | N.Y. & Lond. | 1900 | .... |
| 1st Mortgage..... | 825,000 | 7 | Jan. & July. | New York. | 1889 | .... | Indianapolis, Blooming. & West.: | | | | | | |
| Fonda, Johnston & Gloversville: | | | | | | | 1st Mortgage, conv..... gold | 5,000,000 | 7 | April & Oct. | New York. | 1909 | .... |
| 1st Mortgage..... | 300,000 | 7 | " " | New York. | 1889 | .... | 2d Mortgage..... | 1,500,000 | 8 | " " | " " | 1890 | .... |
| Ft. W., Jackson & Sag. (Mich. C.): | | | | | | | Indianapolis, Cin. and Lafayette: | | | | | | |
| 1st Mortgage guaranteed..... | 1,500,000 | 8 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage (Ind. & Cin.) 95 m | 1,539,500 | 7 | April & Oct. | New York. | 1888 | .... |
| Ft. W., Muncie & Cin. (F.W. J. & S.): | | | | | | | 1st Mortgage (I. C. & L.) 179 m. | 2,770,000 | 7 | Feb. & Aug. | " " | 1897 | .... |
| 1st Mortgage guaranteed..... gold | 1,800,000 | 7 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage (") 179 m. | 1,566,000 | 7 | June & Dec. | " " | 1899 | 68 |
| Gales & Chic. Union (C. & N.W.): | | | | | | | 1st Mortgage (Cin. and Ind.).... | 500,000 | 7 | " " | " " | 1893 | .... |
| 1st Mortgage..... | 1,807,000 | 7 | Feb. & Aug. | New York. | 1882 | 103 | 2d Mort. (C. & I.) 10, 15 & 20 yrs. | 1,500,000 | 7 | Jan. & July. | " " | '77-'78 | .... |
| 2d Mortgage..... | 985,000 | 7 | May & Nov. | " " | 1875 | 99 | Indianapolis, Crawfordsv. & Danv.: | | | | | | |
| Miss. River Bridge bonds..... | 200,000 | 7 | Jan. & July. | " " | 1884 | .... | 1st Mortgage..... | 1,500,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| Georgia: | | | | | | | Indianapolis & Madison (J.M. & I.): | | | | | | |
| Bonds (various)..... | 681,000 | 7 | Jan. & July. | Augusta. | '71-'86 | .... | 1st Mortgage of May 1, 1862.... | 397,000 | 7 | May & Nov. | New York. | 1882 | .... |
| Goshen and Deckertown (Erie): | | | | | | | Indianapolis & Vincen. (Pa. R.R.): | | | | | | |
| 1st Mortgage..... | 226,500 | 7 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage guaranteed..... | 1,700,000 | 7 | Feb. & Aug. | New York. | 1908 | .... |
| Gr. Rapids & Indiana (P.F.W. & C.): | | | | | | | 2d Mortgage guaranteed..... | 1,480,000 | 7 | May & Nov. | " " | 1889 | .... |
| 1st Mortgage guar half yr.... gold | 4,000,000 | 7 | Jan. & July. | New York. | 1897 | .... | Ionian & Lansing (D.L. & L. Mich.): | | | | | | |
| 1st Mortgage half year..... gold | 4,000,000 | 7 | April & Oct. | " " | 1899 | .... | 1st Mortgage assumed..... | 770,000 | 8 | Jan. & July. | New York. | 1879 | .... |
| Grand Trunk (Ca.): | | | | | | | 2d Mortgage assumed..... | 300,000 | 8 | May & Nov. | " " | 1880 | .... |
| 1st Preference Bonds £2,703,325. | 13,516,625 | 5 | Jan. & July. | London. | .... | .... | Iowa Falls & Sioux City (Ill. Cen.): | | | | | | |
| 2d Preference Bonds £1,610,264. | 8,051,320 | 4 | " " | " " | .... | .... | 1st Mortgage of April 1, 1869.... | 2,960,000 | 7 | April & Oct. | New York. | 1899 | .... |
| 3d Preference Stock £758,510. | 3,792,550 | 4 | " " | " " | .... | .... | Iowa Midland (C. & N.W.): | | | | | | |
| 4th Preference Stock £5,571,210. | 27,855,005 | 6 | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|------------------|---------|---------|---|-----------|-------|-------------------|---------------|----------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Jeffersonville, Madison & Indian: | | | | | | | Lehigh Valley: | | | | | | |
| 1st Mortgage of Oct. 1, 1866..... | \$2,107,000 | 7 | April & Oct. | New York. | 1906 | .... | 1st Mort. of 1858 | \$963,000 | 6 | April & Oct. | Philadelphia. | 1872 | .... |
| 2d Mortgage of Oct. 1, 1870..... | 2,000,000 | 7 | " " " | " " " | 1910 | | 1st Mort. of 1868 (coup.®.) free | 3,343,000 | 6 | June & Dec. | " " | 1898 | 97 1/2 |
| 1st Mortgage (Ind. & Mad.) guar. | 197,000 | 7 | May & Nov. | " " " | 1882 | .... | 1st Mort. of '70 (reg.) for \$6,000,000 | 1,050,000 | 7 | " " " | " " | 1900 | 98 1/2 |
| 2d Mortgage (Jeffersonville)..... | 345,000 | 7 | April & Oct. | " " " | 1873 | .... | 1st Mort. (Hazleton R.R.) of 1862 | 132,000 | 6 | April & Oct. | " " | 1872 | .... |
| Louisville Loan (Jefferson R.R.) | 74,000 | 6 | " " " | " " " | 1882 | .... | Lewey's Island (S. C. & P.): | | | | | | |
| Joliet and Chicago (C. & Alton): | | | | | | | 1st Mortgage (Calais Loan)..... | 130,000 | 6 | June & Dec. | Calais. | 1876 | .... |
| 1st Mortgage skg fund guar..... | 410,000 | 8 | Jan. & July. | New York. | 1882 | 106 | Little Miami & Colum. & Xenia: | | | | | | |
| Joliet & Northern Ind. (Mich. C.): | | | | | | | 1st Mortgage..... | 1,480,000 | 6 | May & Nov. | New York. | 1883 | .... |
| 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | New York. | 1874 | .... | Cincinnati Loan..... | 100,000 | 6 | June & Dec. | Cincinnati. | 1870 | .... |
| Junction (Cin. & Indianapolis): | | | | | | | 1st Mortgage (Col. & Xenia)..... | 307,000 | 6 | March & Sept. | New York. | 1890 | .... |
| 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage (D. & Western)..... | 275,000 | 7 | Jan. & July. | " " | 1905 | .... |
| 2d Mortgage..... | 800,000 | 7 | March & Sept. | " " " | 1893 | .... | 1st Mortgage (" " ")..... | 433,000 | 6 | " " " | " " | 1905 | .... |
| 1st Mortgage (Newcastle Br.)..... | 260,000 | 7 | June & Dec. | " " " | 1884 | .... | Little Rock and Fort Smith: | | | | | | |
| Junction, Philadelphia: | | | | | | | 1st Mortgage for \$3,500,000 gold | ..... | 6* | Jan. & July. | Boston | 1899 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1882 | .... | Little Rock, Pine Bluff & N. O.: | | | | | | |
| 2d Mortgage..... | 300,000 | 6 | April & Oct. | " " " | 1900 | 90 | 1st Mortgage..... | ..... | 7* | " " " | New York. | 1889 | .... |
| Junction and Breakwater: | | | | | | | Little Schuylkill (P. & Rdg.): | | | | | | |
| 1st Mort. guar. by Delaware..... | 400,000 | 6 | Jan. & July. | New York. | 1890 | .... | Logansport, Crawf. & S'wstn Ind.: | 783,000 | 7 | April & Oct. | Philadelphia. | 1877 | .... |
| Kalam., Alleg. & Gr. R. (L.S. & M.S.) | | | | | | | 1st Mortgage, guaranteed..... | 1,500,000 | 8 | J. A. J. O. | New York. | 1890 | .... |
| 1st Mort. assumed by lessees..... | 840,000 | 8 | Jan. & July. | New York. | 1888 | 95 1/2 | Long Branch and Sea Shore: | | | | | | |
| Kalamazoo, & S. Haven (M. Cen.): | | | | | | | 1st Mortgage..... | 200,000 | 6 | Jan. & July. | New York. | 1889 | .... |
| 1st Mortgage guaranteed..... | 640,000 | 8 | May & Nov. | New York. | 1889 | 104 1/2 | Long Island: | | | | | | |
| Kalam. & Three Riv. (L.S. & M.S.): | | | | | | | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | New York. | 1875 | .... |
| 1st Mortgage, guaranteed..... | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage (Extension)..... | 175,000 | 7 | Feb. & Aug. | " " | 1890 | .... |
| Kalam. & W. Pigeon (L.S. & M.S.): | | | | | | | 1st Mortgage (Glen Cove Br.)..... | 160,000 | 6 | May & Nov. | " " | 1893 | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | Jan. & July. | New York. | 1890 | .... | General Mortgage of 1869..... | 775,000 | 8 | " " " | " " | 1899 | .... |
| Kansas City and Santa Fe: | | | | | | | Louisville & Miss. Riv. (Ch. & Al): | | | | | | |
| 1st Mortgage, tax free..... | 720,000 | 10 | May & Nov. | New York. | 1890 | .... | 1st Mortgage, guaranteed..... | 20,000pm | 7 | Jan. & July. | New York. | 1889 | .... |
| Kan. City, St. Jo. & Coun. Bluffs: | | | | | | | Louisville, Cin. and Lexington: | | | | | | |
| 1st Mortgage (consolid.) 264 m.: | 687,000 | 8 | March & Sept. | N. Y. & Bos't'n. | 1890 | .... | 1st Mortgage (Cincinnati Br.)..... | 3,000,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 1st Mort. (C. B. & St. Jo. 52 m.) | 500,000 | 7 | Jan. & July. | " " " | 1880 | .... | 2d Mortgage (general)..... | 1,000,000 | 8 | April & Oct. | " " | 1900 | .... |
| 2d Mort. (" " ") | 150,000 | 10 | " " " | " " " | 1872 | .... | 1st Mort. (Lo. & Frankfort Br.) | 82,000 | 6 | Jan. & July. | " " | 1870 | .... |
| 1st Mort. (St. Jo. & C. B. 80 m.) | 1,400,000 | 10 | March & Sept. | " " " | 1892 | .... | Louis. Loan (" " ") | 100,000 | 6 | " " " | " " | 1881 | .... |
| 2d Mort. (" " ") | 539,500 | 8 | June & Dec. | " " " | 1874 | .... | 1st Mort. (Lex. & Frankfort)..... | 25,000 | 6 | " " " | " " | 1874 | .... |
| 1st Mort. (Mo. Valley 61 m.) | 1,500,000 | 7 | Feb. & Aug. | New York. | 1893 | .... | Louisville and Nashville: | | | | | | |
| 1st Mort. (" " ") | 1,500,000 | 7 | " " " | " " " | 1893 | .... | 1st Mortgage, (Main Stem) 1858. | 1,285,900 | 7 | Jan. & July. | New York. | 1877 | .... |
| Kansas Pacific (U. Pac. E. D.): | | | | | | | Louisville Loan (Main Stem)..... | 849,000 | 6 | April & Oct. | " " | 1887 | .... |
| 1st Mort. on R.R. 140 m. ....gold | 2,240,000 | 6* | Feb. & Aug. | New York. | 1895 | .... | Louisville Loan (Lebanon Br.) | 225,000 | 6 | May & Nov. | " " | 1887 | .... |
| 1st Mort. on R.R. 254 m. ....gold | 4,063,000 | 6* | June & Dec. | " " " | 1896 | .... | 1st Mortgage (Memphis Br.) | 197,000 | 7 | " " " | " " | 1870 | .... |
| 1st Mort. on Branch 34 m. ....gold | 600,000 | 7 | May & Nov. | " " " | 1896 | .... | 1st Mortgage (Bardstown Br.) | 1,000 | 7 | Jan. & July. | " " | 1870 | .... |
| Land Gr. Mort. on 2,000,000 acres | 318,000 | 7 | March & Sept. | " " " | 1871-76 | .... | 1st Mort. (Lebanon Br. Ext.) | 88,000 | 7 | May & Nov. | " " | 1890 | .... |
| 1st M. on R.R. 245 m. & 3,000,000 a | 6,500,000 | 7 | May & Nov. | " " " | 1899 | .... | Louisville Loan (Leb. Br. Ext.) | 333,000 | 6 | April & Oct. | " " | 1893 | .... |
| 1st M. on lands E. of 380th m. ....gold | 2,000,000 | 7 | Jan. & July. | " " " | 1880 | .... | Consolid. mort. of April 1, 1868. | 5,500,000 | 7 | " " " | " " | 1898 | .... |
| 2d Mort. (U.S. Subsidy) on 394 m. | 6,303,000 | 6 | " " " | " " " | 1895-97 | .... | Lowell & Lawrence (E. & L.): | | | | | | |
| 3d Mort. Income on 423 m. | 4,275,000 | 7 | (after 5 years.) | " " " | 1916 | .... | 1st Mortgage, guaranteed..... | 67,700 | 6 | April & Oct. | Boston. | 1878 | .... |
| West County (Del.): | | | | | | | Macon and Brunswick: | | | | | | |
| 1st Mortgage..... | 600,000 | 6 | Jan. & July. | Philadelphia. | 1879 | .... | 1st Mort. endorsed by State..... | 1,950,000 | 7 | Jan. & July. | New York. | 187-90 | .... |
| Kentucky Central (Cov. & Lex.): | | | | | | | 2d Mortgage of 1869..... | 1,000,000 | 7 | April & Oct. | " " | 1889 | .... |
| 1st Mortgage March 1852..... | 123,000 | 7 | March & Sept. | New York. | 1872 | .... | 3d Mort. of 1870 endor. by State. | 1,000,000 | 7 | May & Nov. | " " | 1890 | .... |
| 2d Mortgage March 1863..... | 844,000 | 7 | " " " | " " " | 1883 | .... | Equipment Mortgage..... | 150,000 | .... |  |  |  |  |
| 3d Mortgage June 1-65..... | 237,000 | 7 | June & Dec. | " " " | 1885 | .... | Macon and Western: | | | | | | |
| Keokuk, Iowa City and Minn.: | | | | | | | 1st Mortgage of Oct. 1870..... | 150,000 | 7 | April & Oct. | New York. | 1880 | .... |
| 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | New York. | 1891 | .... | Madison and Portage: | | | | | | |
| 2d Mortgage..... | 5,000pm | 7 | " " " | " " " | 1891 | .... | 1st Mortgage..... | 450,000 | 7 | April & Oct. | New York. | 1875 | .... |
| Keokuk and St. Paul (C.B. & Q.): | | | | | | | Maine Central: | | | | | | |
| 1st Mortgage, guar. and tax free. | 1,000,000 | 8 | April & Oct. | New York. | 1879 | .... | Loan of 1860-'61 (A. & Ken.) .. | 1,100,000 | 6 | Feb. & Aug. | Boston. | 1870-'91 | .... |
| Lackawanna and Bloomsburg: | | | | | | | Bonds, exchangeable for new 7s. | 163,000 | 6 | June & Dec. | " " | 1871 | .... |
| 1st Mortgage..... | 900,000 | 7 | Jan. & July. | New York. | 1875 | .... | Loan (new) for \$1,100,000..... | 451,200 | 7 | Jan. & July. | " " | 1898 | .... |
| 1st Mortgage (Extension)..... | 400,000 | 7 | March & Sept. | Philadelphia. | 1885 | .... | Mort. (Ext.) for \$500,000.... gold | 112,000 | 6* | April & Oct. | " " | 1900 | .... |
| 2d Mortgage..... | 500,000 | 7 | April & Oct. | " " " | 1880 | .... | 1st Mort. (B.to P. & Ken.) exch. 7s | 677,000 | 6 | " " " | " " | 1872 | .... |
| 2d Mortgage (Extension)..... | 200,000 | 7 | May & Nov. | " " " | 1890 | .... | 2d Mort. (Penob. & Ken.)..... | 159,500 | 6 | Feb. & Aug. | " " | 1870 | .... |
| Income Mortgage..... | 200,000 | 10 | Jan. & July. | " " " | 1871 | .... | Mansfield & Framingham (B.C. & F.): | | | | | | |
| Income Mortgage..... | 79,535 | 7 | April & Oct. | " " " | 1871 | .... | 1st Mortgage, guaranteed..... | 300,000 | 7 | Jan. & July. | Boston. | 1889 | 91 1/2 |
| La C. Trempealeau & Fros. (C. & N.W.): | | | | | | | Marietta and Cincinnati: | | | | | | |
| 1st Mortgage, guaranteed..... | 800,000 | 7 | " " " | New York. | .... | .... | 1st Mortgage, Sterling..... | 1,050,000 | 7 | Feb. & Aug. | London. | 1891 | .... |
| Lafayette, Bloomington & Miss.: | | | | | | | 1st Mortgage Dollar..... | 2,454,528 | 7 | " " " | Baltimore. | 1891 | 104 |
| 1st Mortgage..... | 1,300,000 | 8 | " " " | New York. | .... | .... | 2d Mortgage..... | 2,500,000 | 7 | May & Nov. | " " | 1896 | 80 1/2 |
| Lafayette, Muncie & Blooming: | | | | | | | 3d Mortgage for \$3,000,000..... | 2,000,000 | 8 | Jan. & July. | " " | 1890 | 70 1/2 |
| 1st Mortgage..... | 1,500,000 | 8 | " " " | New York. | .... | .... | 1st Mort. (Scioto & Hocking)..... | 300,000 | 7 | May & Nov. | New York. | 1896 | .... |
| Lake Erie and Louisville: | | | | | | | Baltimore Loan to Union R. R. | 20,000 | 7 | " " " | Baltimore. | .... | .... |
| 1st Mortgage for \$1,600,000..... | 500,000 | 7 | Jan. & July. | New York. | 1896 | .... | Marietta and Pittsburg: | | | | | | |
| Lake Shore & Michigan So.: | | | | | | | 1st Mort. of Aug. 1, 1869.... gold | 14,000pm | 7* | Feb. & Aug. | Philadelphia | 1895 | .... |
| Sunbury B'ds (CP & ARR 95 1/4 m) | 500,000 | 7 | Jan. & July. | New York. | 1874 | .... | Marquette and Ontonagon: | | | | | | |
| Regis. Bonds (" " ") | 1,000,000 | 7 | " " " | " " " | 1880 | .... | 1st Mortgage..... | 150,000 | 8 | June & Dec. | Boston. | 1875 | .... |
| 3d Mortgage (" " ") | 1,000,000 | 7 | April & Oct. | " " " | 1892 | .... | Maryland and Delaware: | | | | | | |
| Divid'd Bonds (L. S. R.R. 238 m) | 1,500,000 | 7 | " " " | " " " | 1899 | 94 | 1st Mortgage..... | 850,000 | 6 | May & Nov. | Boston. | 1885 | 50 |
| S. Fund Bonds (L.S. & M.S. 1,013 m) | 2,000,000 | 7 | " " " | " " " | 1879 | .... | 2d Mortgage..... | 150,000 | 6 | June & Dec. | " " | 1889 | .... |
| Consol. M. reg. (" " ") | 597,000 | 7 | J. A. J. & O. | " " " | 1900 | .... | Memphis and Charleston: | | | | | | |
| Consol. M. coup. (" " ") | 63,000 | 7 | Jan. & July. | " " " | 1900 | .... | 1st Mortgage, Convertible..... | 1,293,000 | 7 | March & Sept. | New York. | 1880 | .... |
| 1st Mort. (M.S. & N. In. RR. 52 1/2 m) | 5,255,000 | 7 | May & Nov. | " " " | 1885 | 100 1/2 | 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " " | 1885 | .... |
| 2d Mort. (" " ") | 2,686,000 | 7 | " " " | " " " | 1877 | 97 1/2 | Tenn. Loan..... | 1,864,387 | 6 | " " " | " " | 1890 | .... |
| 1st Mort. (Junc. R.R. 49 1/2 m.) | 115,000 | 7 | June & Dec. | " " " | 1872 | .... | Memphis and Little Rock: | | | | | | |
| S. Fund (Clev. & Tol. R.R. 162 1/4 m) | 2,014,000 | 7 | Jan. & July. | " " " | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|-------------------------------------|-------------|-------------|-------------------|---------------|---------|------------------------------|--|-----------|--------------|-------------------|---------------|------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Midland Pacific: | | | | | | | Newark and New York (Cent.): | | | | | | |
| 1st Mortgage.....gold | \$1,100,000 | 7* | Jan. & July. | New York. | 1900 | .... | 1st Mortgage..... | \$800,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| Mifflin & Centre Co. (Pa. R. R.): | | | | | | | Newark, Somerset & Straitsville: | | | | | | |
| 1st Mortgage, guaranteed..... | 183,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | .... | 1st Mortgage..... | 800,000 | 7 | May & Nov. | New York. | 1882 | .... |
| Milwaukee & Chicago, (C&NW): | | | | | | | New Bedford and Taunton: | | | | | | |
| 1st Mortgage, guaranteed..... | 182,000 | 7 | March & Sept. | New York. | 1874 | .... | 1st Mortgage..... | 172,500 | 6 | Jan. & July. | Boston. | 1831 | .... |
| 2d Mortgage, (")..... | 10,500 | 7 | Jun. & Dec. | " | 1898 | .... | New Brunswick and Canada: | | | | | | |
| Mil. & Prairie du Chien (M&StP): | | | | | | | 1st Mortgage, Sterling £200,000.. | 972,000 | 6* | May & Nov. | London. | 1867 | .... |
| 1st Mortgage, (assumed)..... | 3,674,000 | 8* | Feb. & Aug. | New York. | 1898 | .... | Newburg & New York (Erie): | | | | | | |
| 2d Mortgage, (")..... | 1,315,000 | 7.3 | " | " | 1898 | .... | 1st Mortgage for \$600,000..... | 250,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| Milwaukee and St. Paul: | | | | | | | New Canaan: | | | | | | |
| 1st Mortgage..... | 5,488,000 | 7 | Jan. & July. | New York. | 1893 | 94 | 1st Mortgage..... | 75,756 | 7 | April & Oct. | New York. | 1889 | .... |
| 1st Mortgage (E. Div. Palmer)..... | 792,000 | 8 | May & Nov. | " | 1874 | .... | Newcastle and Beaver Valley: | | | | | | |
| 1st Mort. (Iowa and Minn. Div.).. | 3,792,000 | 7 | Jan. & July. | " | 1897 | 93 | 1st Mortgage for \$150,000..... | 91,800 | 7 | May & Nov. | Philadelphia. | 1882 | .... |
| 1st Mortgage (Minn. Cent.)..... | 208,000 | 7 | " | " | " | .... | New Haven and Darby: | | | | | | |
| 1st Mortgage (Iowa & Dak.)..... | 1,008,000 | 7 | " | " | " | 90 | 1st Mortgage for \$150,000..... | 150,000 | 7 | May & Nov. | New Haven. | 1888 | .... |
| 1st Mortgage (P. du C. Div.)..... | 3,674,000 | 8 | Feb. & Aug. | " | 1898 | 109 | New H., Middle't'n & Willman.: 2,200,000 | 7 | May & Nov. | New Haven. | 1889 | .... |  |
| 2d Mortgage (P du C. Div.)..... | 1,315,000 | 7.3 | " | " | 1898 | 91 | 1st Mort. for \$3,000,000, tax free. | 6 | Jan. & July. | " | 1891 | .... |  |
| 2d Mortgage 370 miles..... | 1,244,000 | 7 | April & Oct. | " | 1884 | .... | 2d Mortgage for \$1,500,000..... | 1,000,000 | 7 | Jan. & July. | New York. | 1899 | .... |
| Income Mortgage..... | 20,000 | 7 | Jan. & July. | " | " | .... | Convertible, tax free..... | 400,000 | 6 | April & Oct. | " | 1880 | .... |
| Milwaukee City Loan..... | 234,000 | 7 | March & Sept. | " | 1873 | .... | New Jersey (Pennsylvania): | | | | | | |
| Milwaukee and Western bonds..... | 247,000 | 7 | Jan. & July. | " | 1891 | .... | 1st Loan..... | 300,000 | 6 | Feb. & Aug. | New York. | 1875 | .... |
| Real Estate Purchase..... | 148,500 | 7 | various. | " | " | .... | 2d Loan..... | 450,000 | 6 | " | " | 1878 | .... |
| Incumbrances assumed..... | 35,073 | 7 | " | " | " | .... | 3d (State Loan)..... | 10,000 | 6 | " | " | 1887 | .... |
| Mineral Point: | | | | | | | New Jersey Midland (N.Y. & O.M.): | | | | | | |
| 1st Mortgage, Dec. 31, 1868..... | 320,000 | 10 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage.....gold | 3,000,000 | 7* | Jan. & July. | New York. | 1895 | .... |
| Minnesota and North Western: | | | | | | | 2d Mortgage.....currency | 400,000 | 7 | " | " | 1891 | .... |
| 1st Mort. sinking fund.....gold | 20,000pm | 7* | Jan. & July. | New York. | 1895 | .... | New Jersey Southern: | | | | | | |
| Mississippi Central: | | | | | | | 1st Mortgage of Sept. 19, 1869.. | 2,000,000 | 7 | May & Nov. | New York. | 1889 | 75 |
| 1st Mortgage (Miss. Cen.)..... | 1,554,000 | 7 | May & Nov. | New York. | 1873 | .... | 1st Mortgage (Tom's Riv. Br.).. | 120,000 | 6 | Feb. & Aug. | " | 1890 | .... |
| 2d Mortgage (")..... | 2,000,000 | 8 | Feb. & Aug. | " | 1876 | .... | New Jersey West Line: | | | | | | |
| 1st Mort. (Miss. Cen. & Tenn.).. | 25,000 | 6 | April & Oct. | " | 1863 | .... | 1st Mort. for \$3,000,000.....gold | 7* | May & Nov. | New York. | 1900 | .... |  |
| Tennessee Land bonds..... | 1,275,900 | 6 | Jan. & July. | " | 1892 | .... | New London Northern: | | | | | | |
| Mississippi, Ouachita & Red Riv: | | | | | | | 1st Mortgage..... | 51,000 | 7 | June & Dec. | New London. | 1875 | .... |
| 1st Mortgage.....gold | 12,000pm | 7* | " | " | 1900 | .... | 1st Mortgage, Extended..... | 370,000 | 7 | March & Sept. | " | 1885 | .... |
| Land Mort. (257,000 acres).....gold | 1,000,000 | 7* | " | " | 1900 | 48 | Consol. Mortgage..... | 230,000 | 7 | April & Oct. | New York. | 1888 | .... |
| Arkansas State Loan..... | 10,000pm | 7 | " | " | 1900 | .... | New O., Baton-Rouge & Vicksb'g: | | | | | | |
| Mississippi and Tennessee: | | | | | | | 1st Mortgage.....gold | 12,500pm | 8* | " | " | 1910 | .... |
| 1st Mortgage of April 1, 1856.... | 600,000 | 7 | April & Oct. | New York. | 1876 | .... | 2d Mort. endor. by Louis.....gold | 12,500pm | 8* | " | " | 1910 | .... |
| Consolidated Mortgage of 1866.. | 1,179,500 | 8 | March & Sept. | " | '81-'93 | .... | N. Orleans, Jackson & Gt. North.. | | | | | | |
| Mississippi River: | | | | | | | 1st Mortgage of July 1, 1856..gold | 3,000,000 | 8* | Jan. & July. | Lond. & N.Y. | 1886 | .... |
| 1st Mortgage..... | 17,000pm | 7 | " | " | " | .... | 2d Mortgage of Oct. 1, 1860..gold | 1,500,000 | 8* | April & Oct. | New York. | 1890 | .... |
| Mississippi, Iowa & Nebraska: | | | | | | | Income Mortgage of 1870.....gold | 2,000,000 | 7* | " | " | 1890 | .... |
| 1st Mort. of June 1, 1870.....gold | 7* | June & Dec. | New York. | 1910 | .... | City Extension Mort.....gold | 1,000,000 | 7* | " | " | 1890 | .... |  |
| Missouri, Kansas and Texas: | | | | | | | New Orleans, Mobile and Texas: | | | | | | |
| 1st M. RR. & land (U.P.S. Br.)SF | 4,145,000 | 6 | Jan. & July. | New York. | 1869 | .... | 1st Mortgage, skg fd, 227 m. gold | 12,500pm | 7* | Jan. & July. | N.Y. or Lond. | 1915 | .... |
| 1st M. (Tebbo & Nesho)S.F. gold | 2,000,000 | 7* | June & Dec. | " | 1903 | .... | 1st Mortgage, skg fd, 227 m. cur. | 12,500pm | 8 | " | " | 1915 | .... |
| Consol. L.G. S.F. (\$14,000,000)gd | 1,605,000 | 7* | Feb. & Aug. | " | 1904 | .... | 2d Mortgage on 227 miles.....cur. | 12,500pm | 8 | " | " | 1915 | .... |
| Missouri River, Ft. Scott & Gulf: | | | | | | | New Orleans and Selma: | | | | | | |
| 1st Mortgage of Jan. 1, 1894..... | 5,000,000 | 10 | Jan. & July. | New York. | 1899 | 99 | 1st Mort. endor. by Ala..... | 16,000pm | 8 | Jan. & July. | New York. | 1900 | .... |
| 2d Mortgage of April 15, 1870.. | 1,400,000 | 10 | April & Oct. | " | 1890 | 100 | New York and Boston: | | | | | | |
| Missouri Valley (E.C.S. J.&C.P.): | | | | | | | 1st Mortgage.....gold | 3,000,000 | 7* | May & Nov. | N.Y. or Lond. | 1889 | .... |
| 1st Mortgage on 61 miles..... | 1,500,000 | 7 | Feb. & Aug. | Boston. | 1893 | .... | New York Central: | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7* | " | " | 1893 | .... | Debt Certif. & Premium Bonds. | 5,936,626 | 6 | May & Nov. | New York. | 1883 | 93 |
| Mobile & Alabama Grand Trunk: | | | | | | | Bonds for Debts assumed..... | 1,514,000 | 7 | May & Nov. | " | 1876 | 102 |
| 1st Mort. endorsed by Ala..... | 16,000pm | 8 | Feb. & Aug. | New York. | .... | .... | Bonds for B. & N. Falls R.R.S't. | 76,000 | 6 | Feb. & Aug. | " | 1883 | .... |
| Mobile Lo'n \$1,500,000 end. by Co. | 1,600,000 | 8 | " | " | " | .... | Bonds for railroad stocks..... | 592,000 | 6 | " | " | 1883 | 91 |
| Mobile and Girard: | | | | | | | Bonds for real estate..... | 162,000 | 6 | " | " | 1883 | .... |
| 1st Mortgage..... | 377,500 | 7 | Jan. & July. | New York. | 1877 | .... | Bonds and mortgages for R. E. '69 | 22,800 | 7 | various. | " | var. | .... |
| 2d Mortgage, endorsed by Ala..... | 300,000 | 7 | " | " | " | .... | Bonds Convertible till Aug. 1, '69 | 195,000 | 7 | Feb. & Aug. | " | 1876 | .... |
| Plain Bonds..... | 35,500 | 7 | " | " | " | .... | Bonds in place of bonds of 1854.. | 2,900,000 | 6 | June & Dec. | " | 1887 | 94 |
| Mobile and Montgomery: | | | | | | | 1st Mort. (Hudson Riv. R.R.).. | 200,000 | 7 | Feb. & Aug. | " | 1870 | .... |
| 1st Mortgage of 1858..... | 1,250,000 | 8 | May & Nov. | New York. | 1888 | .... | 2d Mort. (" ")S. F. | 1,891,000 | 7 | June & Dec. | " | 1885 | .... |
| Mobile and Ohio: | | | | | | | 3d Mort. (" ")..... | 180,000 | 7 | May & Nov. | " | 1875 | .... |
| 1st Mortgage.....gold | 5,470,000 | 8* | May & Nov. | New York. | 1882 | .... | Conv. B'ds (" ")..... | 8,000 | 7 | " | " | 1867 | .... |
| 1st Mortgage.....Sterling | 5,470,000 | 8* | " | " | 1882 | .... | New York and Fort Lee (Erie): | | | | | | |
| Interest bonds (10 years)..... | 803,700 | 8 | " | " | 1878 | .... | 1st Mortgage..... | 20,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| Interest bonds 2nd issue..... | 377,900 | 8 | " | " | 1883 | .... | New York & Flushing (F. & N.S.): | | | | | | |
| Interest bonds sterling..... | 755,400 | 6* | " | " | 1883 | .... | 1st Mortgage..... | 135,000 | 7 | " | " | 1876 | .... |
| Income Mortgage..... | 1,151,000 | 8 | various. | New York. | 1883 | .... | New York and Harlem: | | | | | | |
| Montgomery & Erie (Erie): | | | | | | | 1st Mortgage of 1853..... | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 102 |
| 1st Mortgage..... | 177,000 | 7 | Jan. & July. | New York. | 1886 | .... | 4th Mortgage of 1861..... | 99,500 | 7 | June & Dec. | " | 1871 | .... |
| Montgomery and Bufala: | | | | | | | Consolidated mortgage of 1863.. | 1,767,000 | 6 | Feb. & Aug. | " | 1893 | .... |
| 1st Mortgage of 1856, endorsed.. | 300,000 | ... | June & Dec. | " | 1900 | .... | Sinking Fund mortgage of 1861.. | 112,305 | 7 | Jan. & July. | " | 1881 | .... |
| Montgomery & West Point (Wtn): | | | | | | | Bonds of 1853, unsecured..... | 106,000 | 7 | " | " | 1872 | .... |
| Mortgage of 1856..... | 16,000 | 8 | Jan. & July. | New York. | Due. | .... | N. York, Housatonic & Northern: | | | | | | |
| 1st Mortgage..... | 450,000 | 8 | " | " | " | 10 | 1st Mortgage..... | 141,500 | 7 | " | " | 1889 | .... |
| 1st Mortgage..... | 298,000 | 8 | " | " | " | 1876 | New York and New Haven: | | | | | | |
| 2d Mortgage..... | 254,000 | 8 | " | " | " | 1881 | 1st Mortgage..... | 1,059,500 | 6 | April & Oct. | New York. | 1875 | 97 |
| Income Mortgage..... | 594,600 | 8 | various. | Montgomery. | var. | .... | New York & Oswego Midland: | | | | | | |
| Montreal & Champlain: | | | | | | | 1st Mort. for \$8,000,000.....gold | 3,800,000 | 7* | Jan. & July. | New York. | 1894 | .... |
| 1st Mortgage Sterling £151,400.. | 882,813 | 6 | Jan. & July. | London. | 1890 | .... | New York, Providence & Boston: | | | | | | |
| 2d Mortgage..... | 370,000 | 8 | " | " | 1879 | .... | 1st Mortgage..... | 83,000 | 6 | Feb. & Aug. | New York. | 1873 | .... |
| Morris and Essex: | | | | | | | 1st Mortgage..... | 80,000 | 6 | " | " | 1878 | .... |
| 1st Mortgage, Sinking Fund..... | 5,000,000 | 7 | March & Sept. | New York. | 1914 | 104 | Consol. Mort. for \$1,000,000... | 512,000 | 7 | Jan. & July. | " | 1899 | .... |
| 2d Mortgage..... | 3,000,000 | 7 | Feb. & Aug. | " | 1891 | 98 | Niles and New Lisbon: | | | | | | |
| Convertible bonds..... | 900,000 | 7 | Jan. & July. | " | 1900 | .... | 1st Mortgage..... | 500,000 | 7 | " | " | 1889 | .... |
| Construction bonds..... | 3,584,000 | 7 | Feb. & Aug. | " | 1889 | 93 | Norfolk County (B. H. & Erie): | | | | | | |
| Muscatine (South-Western): | | | | | | | 1st Mortgage, guaranteed..... | 414,350 | 6 | March & Sept. | Boston. | 1854 | .... |
| 1st Mortgage..... | 330,000 | 7 | Jan. & July. | Savannah. | 1887 | .... | Norfolk & Petersburg (A.M. & O.): | | | | | | |
| Nashville and Chattanooga: | | | | | | | 1st Mortgage..... | 110,500 | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|-------------|-------|-------------------|---------------|--------|---------|--------------------------------------|-----------|-------|-------------------|---------------|-------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| North Missouri: | | | | | | | Pemberton & N. York (N.J.S.): | | | | | | |
| 1st Mortgage of Jan. 1865..... | \$6,000,000 | 7 | Jan. & July. | New York. | 1895 | 86 | 1st Mortgage, guaranteed..... | \$375,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage of Oct. 1868..... | 4,000,000 | 7 | April & Oct. | " | 1883 | .... | Peninsula (C. & N. W.): | | | | | | |
| 3d M. of Oct. 1869 (7 p.c. after 5yrs) | 3,000,000 | 10 | " | " | 1888 | .... | 1st Mortgage, guaranteed..... | 855,000 | 7 | March & Sept. | New York. | 1898 | 95 |
| North Pennsylvania: | | | | | | | Peninsular (Mich. Ind. & Ill.): | | | | | | |
| 1st Mortgage..... | 2,250,000 | 6 | Jan. & July. | Philadelphia. | 1885 | 100 | 1st Mortgage.....gold | 1,800,000 | 7* | May & Nov. | New York. | 1899 | .... |
| Chattel Mortgage..... | 360,000 | 10 | April & Oct. | " | 1877 | 110 | Pennsylvania and New York: | | | | | | |
| 2d Mortgage..... | 1,245,000 | 6 | May & Nov. | " | 1898 | 95 1/2 | 1st Mortgage..... | 1,500,000 | 7 | June & Dec. | Philadelphia. | 1896 | 93 1/2 |
| Northern Central: | | | | | | | 1st Mortgage..... | 1,500,000 | 7 | " | " | 1906 | .... |
| 1st Mortgage, Md. State loan.... | 1,500,000 | 6 | J. A. J. & O. | Baltimore. | Irred. | .... | Penobscot and Kennebec (M. C.): | | | | | | |
| 2d Mortgage..... | 2,500,000 | 6 | Jan. & July. | " | 1885 | 93 | 1st Mortgage (Bangor Loan).... | 577,000 | 6 | April & Oct. | Bangor. | 1872 | .... |
| 3d Mortgage..... | 1,233,000 | 6 | April & Oct. | " | 1900 | 89 | 2d Mortgage..... | 169,500 | 6 | Feb. & Aug. | Boston. | 1870 | .... |
| 3-1 Mortgage (York & Cumb. R.R.) | 500,000 | 6 | Jan. & July. | " | 1877 | .... | Peoria & Bureau Val. (C.R.I. & P.): | | | | | | |
| Consol. Mort. of July 1868..... | 2,019,000 | 6* | " | " | 1900 | 92 | 1st Mortgage guaranteed..... | 600,000 | 8 | Jan. & July. | New York. | 1877 | .... |
| Income conv. of April 1, 1870.... | 475,000 | 7 | April & Oct. | " | 1880 | .... | Peoria & Hannibal (C. B. & Q.): | | | | | | |
| Northern New Hampshire: | | | | | | | 1st Mortgage, tax free..... | 600,000 | 8 | Jan. & July. | Boston. | 1878 | .... |
| 1st Mortgage..... | 115,000 | 6 | April & Oct. | Boston. | 1874 | .... | Peoria, Pekin and Jacksonville: | | | | | | |
| Northern New Jersey (Erie): | | | | | | | 1st Mort. of May 1, 1867..... | 1,000,000 | 7 | Jan. & July. | New York. | 1894 | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | Jan. & July. | New York. | 1878 | .... | 2d Mort. of Oct. 1, 1870, tax free | 1,000,000 | 7 | April & Oct. | " | 1900 | .... |
| Northern Pacific: | | | | | | | Peoria and Rock Island: | | | | | | |
| 1st Mort. on R.R. & lands...gold | 50,000pm | 7.3 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage..... | 1,500,000 | 7* | April & Oct. | New York. | 1900 | .... |
| North Western Virginia: | | | | | | | Perkiomen (Phila. & Rdg): | | | | | | |
| 2d Mortgage (assumed B. & O.) | 458,500 | 6 | Jan. & July. | Baltimore. | 1873 | .... | 1st Mortgage..... | 610,200 | 6 | April & Oct. | Philadelphia. | 1897 | 79 |
| 3d Mortgage (") dollar.. | 140,000 | 6 | " | " | 1885 | 90 1/2 | Perth Amboy and Woodbridge: | | | | | | |
| Norwich and Worcester: | | | | | | | 1st Mortgage, guaranteed..... | 100,000 | 6 | " | New York. | 1886 | .... |
| 1st Mort. State Loan..... | 400,000 | 6 | Jan. & July. | Boston. | 1877 | .... | Petersburg: | | | | | | |
| Plain bonds..... | 59,000 | 7 | June & Dec. | " | 1874 | .... | Mortgage Bonds..... | 3,094 | 6 | Jan. & July. | New York. | 1871 | .... |
| Steamboat bonds..... | 45,800 | 7 | Feb. & Aug. | " | 1870 | .... | Mortgage Bonds..... | 26,500 | 7 | " | " | 1865 | .... |
| Construction bonds..... | 250,000 | 7 | Jan. & July. | " | 1877 | .... | Mortgage Bonds..... | 266,500 | 8 | " | " | 79-98 | .... |
| New bonds of 1870..... | 22,000 | 7 | " | " | 1890 | .... | Philadelphia and Baltimore Cent: | | | | | | |
| Nyack and Northern: | | | | | | | 1st Mortgage (Penn. Div.)..... | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | .... |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage (Md. Div.)..... | 300,000 | 6 | " | " | 1891 | .... |
| Oakland & Ottawa (D. & M.): | | | | | | | Philadelphia and Erie (Penn.): | | | | | | |
| 1st Mortgage (assumed) sterling | 150,867 | 6* | May & Nov. | London. | 1873 | .... | 1st Mortgage..... | 5,000,000 | 6 1/2 | March & Sept. | Philadelphia. | 1881 | 88 1/2 |
| 2d Mortgage (") dollar.. | 51,000 | 7 | " | New York. | 1873 | .... | 2d Mortgage..... | 3,000,000 | 7 | Jan. & July. | " | 1883 | 85 |
| Ogdensburg and Lake Champlain: | | | | | | | 3d Mortgage..... | 3,598,000 | 6 1/2 | " | " | 1920 | .... |
| 1st Mort. conv. into pref. stock.. | 4,600 | 7 | Jan. & July. | Boston. | 1869 | .... | 1st Mortgage (Sunbury & Erie.) | 1,000,000 | 6 1/2 | April & Oct. | " | 1877 | 101 1/2 |
| 2d Mort. conv. into com. stock.. | 25,200 | 7 | April & Oct. | " | 1861 | .... | Philadelphia, Germant. & Norist: | | | | | | |
| Equipment mortgage of 1868-69 | 500,000 | 8 | Jan. & July. | " | 1879 | 102 | 1st Mort. Convertible..... | 25,400 | 6 | Jan. & July. | Philadelphia. | 1882 | .... |
| Ohio and Mississippi: | | | | | | | Philadelphia and Reading: | | | | | | |
| 1st Mortgage, (E. Div.)..... | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | 99 | Debiture Loan of 1861..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1871 | .... |
| 1st Mortgage, (W. Div.)..... | 850,000 | 7 | " | " | 1872 | .... | Debiture Loan of 1868..... | 1,121,000 | 6 | " | " | 1893 | 83 1/2 |
| 2d Mortgage, (W. Div.) conv..... | 534,000 | 7 | " | " | 1874 | .... | Debiture Loan of 1870..... | 2,625,000 | 7 | " | " | 1886 | .... |
| Income Mort., (W. Div.)..... | 221,500 | 7 | April & Oct. | " | 1882 | .... | Mortgage Loan of 1867, conv..... | 143,500 | 6 | " | " | 1880 | .... |
| Funded Debts Mort. (W. Div.)... | 16,500 | 7 | " | " | 1882 | .... | Mort. Loans of 1843-44-48 & 49. | 1,521,000 | 6 | " | " | 1880 | 92 1/2 |
| Consolidated Mort..... | 2,761,000 | 7 | Jan. & July. | " | 1898 | 94 1/2 | Mortgage Loan of 1868..... | 2,700,000 | 7 | April & Oct. | " | 1893 | 100 |
| Consolidated Mort. (sterling)... | 101,850 | 7 | " | London. | 1898 | .... | Sterling Loan of 1836..... | 182,400 | 5* | Jan. & July. | London. | 1880 | .... |
| Oil Creek and Allegheny River: | | | | | | | Sterling Loan of 1843..... | 976,800 | 6* | " | " | 1880 | .... |
| 1st Mortgage..... | 1,500,000 | 7 | Feb. & Aug. | Philadelphia. | 1896 | 85 | Sterling Loan of 1836..... | 268,000 | 7* | " | " | 72-77 | .... |
| 1st Mortgage..... | 530,000 | 7 | April & Oct. | " | 1882 | .... | Philadelphia, Wilmington & Balt: | | | | | | |
| 1st Mortgage..... | 200,000 | 7 | June & Dec. | " | 1871 | .... | Mortgage, convertible..... | 349,000 | 6 | Jan. & July. | Philadelphia. | 1884 | .... |
| 2d Mortgage..... | 71,000 | 7 | May & Nov. | " | 1871 | .... | Plain Bonds..... | 600,000 | 6 | April & Oct. | " | 1871 | .... |
| Consolidated Mortgage..... | 819,000 | 7 | " | " | 1888 | .... | Plain Bonds..... | 400,000 | 6 | " | " | 1876 | .... |
| Old Colony and Newport: | | | | | | | Plain Bonds..... | 1,000,000 | 6 | " | " | 1887 | .... |
| Plain Bonds..... | 1,388,000 | 7 | Feb. & Aug. | Boston. | 1877 | 104 1/2 | Pittsburg, Cin. & St. Louis (Pa.): | | | | | | |
| Plain Bonds..... | 1,000 | 6 | March & Sept. | " | 1874 | 96 1/2 | 1st Mortgage, guaranteed..... | 6,207,000 | 7 | Feb. & Aug. | Philadelphia. | 1890 | .... |
| Plain Bonds..... | 485,000 | 6 | April & Oct. | " | 1875 | .... | 2d Mort. conv. (Steubenv. & Ind.) | 3,820,000 | 6 | March & Sept. | " | .... | 83 |
| Plain Bonds..... | 1,000,000 | 6 | March & Sept. | " | 1876 | 94 1/2 | Pittsburg & Connellsville (B. & O.): | | | | | | |
| Plain Bonds..... | 34,000 | 6 | " | " | 1884 | .... | 1st Mortgage, tax free..... | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 92 1/2 |
| Omaha and Southwestern: | | | | | | | 2d Lien Balt. Loan..... | 1,000,000 | 6 | " | " | 1886 | .... |
| 1st Mort. (North Platte Div.)... | 300,000 | 8 | June & Dec. | New York. | 1890 | .... | Turtle Creek Div. bonds..... | 400,000 | 6 | Feb. & Aug. | New York. | 1889 | .... |
| Orange, Alexandria & Manassas: | | | | | | | Real Estate bonds..... | 100,000 | 6 | various. | Baltimore. | 1883 | .... |
| 1st Mort. (Alex. to Gordonsville) | 400,000 | 6 | May & Nov. | New York. | 1873 | 88 | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 2d Mort. (Alex. to Gordonsville) | 1,155,500 | 6 | Jan. & July. | " | 1875 | 80 | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 105 |
| 3d Mort. (Charlotte to Lynchb.) | 598,000 | 8 | May & Nov. | Richmond. | 1873 | 90 | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| 4th Mort. " " " | 574,000 | 8 | March & Sept. | Alexandria. | 1880 | 81 1/2 | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " | 1912 | .... |
| Consolidated Mort..... | 1,645,500 | 7 | Jan. & July. | New York. | 1882 | 79 | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " | 1912 | .... |
| Va. State Loan..... | 249,962 | 7 | " | " | 1893 | .... | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " | 1912 | .... |
| Oange Valley & Southern Kansas: | | | | | | | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " | 1912 | .... |
| 1st Mortgage (5-20 years)..... | 200,000 | 10 | Jan. & July. | New York. | 1888 | .... | 2d Mortgage (Series G)..... | 860,000 | 7 | Jan. & July. | " | 1912 | 100 |
| Oswego and Rome (B.W. & O.): | | | | | | | 2d Mortgage (Series H)..... | 860,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| 1st Mortgage guar..... | 500,000 | 7 | May & Nov. | New York. | 1916 | .... | 2d Mortgage (Series I)..... | 860,000 | 7 | March & Sept. | " | 1912 | .... |
| Income Mortgage guar..... | 112,100 | 6 | Feb. & Aug. | " | 1891 | .... | 2d Mortgage (Series K)..... | 860,000 | 7 | April & Oct. | " | 1912 | .... |
| Oswego and Syracuse (D. L. & W.): | | | | | | | 2d Mortgage (Series L)..... | 860,000 | 7 | May & Nov. | " | 1912 | .... |
| 1st Mortgage, guaranteed..... | 112,000 | 7 | May & Nov. | New York. | 70-80 | .... | 2d Mortgage (Series M)..... | 860,000 | 7 | June & Dec. | " | 1912 | .... |
| 2d Mortgage, guaranteed..... | 375,000 | 7 | " | " | 1885 | .... | 3d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1912 | 94 1/2 |
| Ottawa, Osw. & Fox R.V. (O.R. & Q.): | | | | | | | Bridge (O. & P. R. R.) bonds... | 153,000 | 7 | May & Nov. | " | 1876 | .... |
| 1st Mort., traffic guar & tax free | 1,200,000 | 8 | Jan. & July. | Boston. | 1890 | .... | Equipment Mort. of Mar. 1, 1869 | 1,000,000 | 8 | March & Sept. | " | 1874 | .... |
| Owensboro' and Russellville: | | | | | | | Construct'ion bonds of Jan. 1, 70 | 100,000 | 7 | Jan. & July. | " | 1877 | .... |
| 1st Mortgage..... | 200,000 | 6 | April & Oct. | New York. | 1886 | .... | Port Huron & Lake Michigan: | | | | | | |
| Pacific of Mo.: | | | | | | | 1st Mortgage of May 1, 1869.... | 1,800,000 | 7* | May & Nov. | New York. | 1890 | .... |
| 1st Mort., construction (Dresden) | 74,000 | 6* | Feb. & Aug. | New York. | 1880 | .... | Portland and Kennebec: | | | | | | |
| 1st Mortgage.....gold | 7,000,000 | 10 | Jan. & July. | " | 1880 | 101 | 1st Mort. (K. & P.R.R.) 1851-'61. | 224,800 | 6 | April & Oct. | Portland. | 1883 | .... |
| Real Estate Bonds..... | 500,000 | 10 | various. | St. Louis. | var. | .... | Funded Int. bonds Oct. 1, 1863. | 22,648 | 6 | " | Boston. | 1883 | .... |
| St. Louis County Loan..... | 700,900 | 6 | Feb. & Aug. | " | 71-73 | .... | Consol. (P. & K.R.R.) Apr. 1, 1865 | 790,700 | 6 | " | " | 1895 | .... |
| Panama: | | | | | | | Portland loan..... | 100,000 | 6 | " | " | .... | .... |
| Sterling Bonds £152,775 at 4 | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-----------|-------|-------------------|---------------|---------|--------|---------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Reading and Columbia (P. & R.): | | | | | | | Savannah and Charleston: | | | | | | |
| 1st Mortgage, guaranteed..... | \$650,000 | 7 | March & Sept. | Philadelphia. | 1882 | .... | 1st Mortgage (Sav. & Char. R.R.) | \$406,500 | 7 | Jan. & July. | New York. | 1889 | .... |
| 2d Mortgage, guaranteed..... | 350,000 | 7 | June & Dec. | " | 1884 | .... | Bonds (C. & S.R.R.) guar. by S.C. | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... |
| Rensselaer and Saratoga: | | | | | | | Int. b'ds (C. & S.R.R.) guar. by S.C. | 245,745 | 7 | " | " | 1889 | .... |
| 1st Mortgage..... | 150,000 | 7 | Jan. & July. | New York | 1873 | .... | Savannah and Memphis: | | | | | | |
| 2d Mortgage..... | 300,000 | 7 | " | " | 1880 | .... | 1st Mort. guar. by Ala.....gold | 16,000pm | 5* | May & Nov. | New York. | 1890 | .... |
| 3d Mortgage..... | 150,000 | 7 | " | " | 1887 | .... | Schenectady and Susquehanna: | | | | | | |
| 1st Mortgage (S. & W.) assumed | 400,000 | 7 | March & Sept. | " | 1886 | .... | 1st Mortgage tax free.....gold | 350,000 | 7* | Jan. & July. | New York. | 1900 | .... |
| 1st Mort. (T. S. & R.) assumed. | 500,000 | 7 | May & Nov. | " | 1890 | .... | Schuylkill and Susquehanna: | | | | | | |
| 1st Mortgage (G.F.Br.) assumed. | 125,000 | 7 | Jan. & July. | " | 1891 | .... | 1st Mortgage, May 1, 1886..... | 97,000 | 6 | May & Nov. | Philadelphia. | 1878 | .... |
| Richmond and Danville: | | | | | | | Scioto & Hocking Valley (M. & C.): | | | | | | |
| Virginia skg fund loan..... | 600,000 | 6 | Jan. & July. | New York. | 1880 | .... | 1st Mort., assumed by M. & C. Co. | 300,000 | 7 | May & Nov. | Baltimore. | 1876 | .... |
| 1st Mortgage guar. by Va..... | 168,100 | 6 | " | " | 1875 | .... | Seaboard and Roanoke: | | | | | | |
| Consolidated, Mort..... | 1,722,800 | 6 | May & Nov. | N. Y. & Rich. | '76-'90 | 80 | 1st Mortgage..... | 210,000 | 7 | — & — | Philadelphia. | 1800 | .... |
| 4th Mortgage..... | 64,500 | 6 | " | Richmond. | '73-'75 | .... | Selma and Gulf: | | | | | | |
| Bonds to Roanoke Val. R.R. Co. | 129,600 | 6 | Feb. & Aug. | " | '71-'76 | .... | 1st Mortgage, guar. by Ala.....gold | 16,000pm | 8* | — & — | New York. | 1890 | .... |
| Rich. Frederickburg & Potomac: | | | | | | | Selma, Marion and Memphis: | | | | | | |
| Sterling Bonds..... | 67,777 | 6* | Jan. & July. | London. | 1875 | .... | 1st Mortgage, guar. by Ala.....gold | 16,000pm | 8* | March & Sept. | New York. | 1889 | .... |
| Dollar Bonds..... | 124,459 | 6 | " | Richmond. | var | .... | Selma and Meridian: | | | | | | |
| Dollar Bonds..... | 274,228 | 7 | " | " | var | .... | 1st Mortgage (3d series)..... | 796,830 | 6 | various. | — & — | var | .... |
| Richmond and Petersburg: | | | | | | | Selma, Rome and Dalton: | | | | | | |
| Mortgage (old) various..... | 151,295 | var | various. | N. Y. & Rich. | var | .... | 1st Mortgage, tax free..... | 5,000,000 | 7 | April & Oct. | New York. | 1887 | .... |
| Mortgage of April 1, 1870..... | 175,000 | 8 | April & Oct. | " | '72-'80 | .... | 2d Mortgage..... | 6,000,000 | 7 | — & — | " | .... | .... |
| Richmond and York River: | | | | | | | Shamokin Valley & Pottsv. (N.C.): | | | | | | |
| 1st Mortgage (new)..... | 600,000 | 8 | Jan. & July. | New York. | 1895 | .... | 1st Mortgage, guaranteed..... | 700,000 | 7 | Feb. & Aug. | Baltimore. | 1872 | .... |
| Roanoke Valley (R. & Dan.): | | | | | | | Sheboygan and Fond du Lac: | | | | | | |
| 1st Mortgage, guaranteed..... | 129,600 | 6 | Feb. & Aug. | Richmond. | '71-'76 | .... | 1st Mortgage..... | 750,000 | 7 | June & Dec. | New York. | 1884 | .... |
| Rochester & Genesee Val. (Erie): | | | | | | | Shenango and Allegheny: | | | | | | |
| 1st Mortgage, guaranteed..... | 70,000 | 6 | Jan. & July. | New York. | 1876 | .... | 1st Mort. of Oct. 1, 1869..... | 520,000 | 7 | April & Oct. | Philadelphia. | 1889 | .... |
| Rockford, R. Island & St. Louis: | | | | | | | Shore Line (N. Y. & N. H.): | | | | | | |
| 1st Mortgage, conv., S.F. tax free. | 9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1919 | .... | 1st Mortgage, guaranteed..... | 200,000 | 7 | March & Sept. | New York. | 1880 | .... |
| Rocky River: | | | | | | | Sioux City and Pacific: | | | | | | |
| 1st Mortgage, of Oct. 1, 1868.... | 30,000 | 7 | April & Oct. | Cleveland. | 1873 | .... | 1st Mortgage Jan. 1, 1868....gold | 1,628,000 | 6* | Jan. & July. | New York. | 1898 | .... |
| Rome, Watertown & Ogdensb.: | | | | | | | 2d Mortgage (U.S. subsidy).....cur | 1,628,320 | 6 | " | " | 1898 | .... |
| 1st Mortgage (general) Skg Fund | 682,500 | 7 | June & Dec. | New York. | 1891 | .... | Sioux City and St. Paul: | | | | | | |
| 1st Mort. (W. & R.) Skg Fund.... | 796,900 | 7 | March & Sept. | " | 1880 | .... | 1st Mortgage, L. G. tax free.... | 14,000pm | 7 | — & — | New York. | .... | .... |
| 1st Mort. (Potsdam & Watert.) | 345,500 | 7 | June & Dec. | " | '72-'74 | .... | Somerset (Me. Central): | | | | | | |
| Rondout and Oswego: | | | | | | | 1st Mortgage, June 1, 1871.....gold | 450,000 | 7* | June & Dec. | Boston. | 1891 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1890 | 90 | South Carolina: | | | | | | |
| Rutland (Verm. Central): | | | | | | | Sterling Loan Bonds..... | 1,492,016 | 5* | Jan. & July. | London. | '78-'88 | .... |
| Equip. Bonds of May 1, 1870.... | 500,000 | 7 | May & Nov. | Boston. | 1880 | 88 | Domestic Bonds (H) 1895-'97.... | 306,500 | 7 | April & Oct. | Charleston. | '71-'72 | .... |
| Equip. Bonds of Sept. 1, 1870.... | 500,000 | 8 | March & Sept. | " | 1880 | 95 | Domestic Bonds (G) 1892-'97.... | 342,500 | 6 | Jan. & July. | " | '73-'74 | .... |
| Rutland & Burlington (Rutland): | | | | | | | Domestic Bonds (K) Jan. 1898.... | 1,272,000 | 7 | April & Oct. | " | '88-'91 | .... |
| 1st Mort. conv. into pref. stock.. | 70,000 | 7 | Feb. & Aug. | Boston. | 1863 | .... | Domestic Bonds (special) Sep. '66 | 76,000 | 6 | Jan. & July. | " | '80-'92 | .... |
| 2d Mort. conv. into com. stock.. | 67,000 | 7 | " | " | 1863 | .... | Real Estate Mortgage..... | 80,733 | 7 | various. | " | '71-'91 | .... |
| Saint Croix and Penobscot: | | | | | | | Mortgage, Jan. 1868 (L)..... | 800,500 | 7 | Jan. & July. | New York. | '82-'88 | .... |
| 1st Mort. (Cal. & Baring R.R.)... | 95,200 | 6 | Jan. & July. | Calais, Me. | 1879 | .... | South Georgia & Florida (A. & G.): | | | | | | |
| 2d Mort. (" " " ")..... | 17,500 | 6 | " | " | 1879 | .... | 1st Mort. assumed by Atl. & Gulf | 464,000 | 7 | — & — | New York. | 1890 | .... |
| Calais Loan to Lewey's Isl. R.R. | 130,000 | 6 | June & Dec. | " | 1876 | .... | 2d Mort. (" " " ")..... | 200,000 | 7 | — & — | " | 1890 | .... |
| St. Joseph & C.B. (K.C. St. J. & C.B.): | | | | | | | South Mountain Iron: | | | | | | |
| 1st Mortgage (80 m. in Missouri) | 1,400,000 | 10 | March & Sept. | Boston. | 1892 | .... | 1st Mortgage, Dec. 1, 1868..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| 2d Mortgage (" " " ")..... | 339,500 | 8 | June & Dec. | " | 1874 | .... | 2d Mortgage, Mar. 1, 1869..... | 181,060 | 7 | March & Sept. | " | 1884 | .... |
| St. Joseph & Deny. C. (E.D. 112m.): | | | | | | | South and North Alabama: | | | | | | |
| 1st Mort. of Aug. 14, 1869 free.... | 1,500,000 | 8* | Feb. & Aug. | NY L'n & Fk. | 1899 | 102 | 1st Mort., endor. by Ala., tax free | 22,000 pm | 8* | Jan. & July. | New York. | 1890 | .... |
| St. Joseph & Deny. C. (W.D. 169m.): | | | | | | | South Pacific (Atl. & Pac.): | | | | | | |
| 1st M. R.R. lands of M'y 14, '70, free | 5,500,000 | 8* | Feb. & Aug. | NY L'n & Fk. | 1900 | 97 | 1st Mort. assumed by A. & P.... | 7,250,000 | 6* | Jan. & July. | New York. | 1888 | .... |
| St. Lawrence & Industry (Can.): | | | | | | | South Shore (Mass.): | | | | | | |
| 1st Mortgage..... | 250,000 | 8 | Feb. & Aug. | London. | 1887 | .... | 1st Mortgage, sinking fund..... | 150,000 | 6 | April & Oct. | Boston. | 1880 | .... |
| St. Louis, Alton and Terre Haute: | | | | | | | South Side (L. L.): | | | | | | |
| 1st Mortgage (Series A) skg f'd. | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 95 | 1st Mortgage, Mar. 1, 1867..... | 2,250,000 | 7 | Mar. & Sept. | New York. | 1887 | .... |
| 1st Mortgage (Series B) skg f'd. | 1,100,000 | 7 | April & Oct. | " | 1894 | .... | South Side, Va. (A.M. & O.): | | | | | | |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 85 | 1st Mort., consol. 1st pref..... | 581,000 | 8 | Jan. & July. | New York. | '84-'90 | .... |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | .... | 1st Mort., consol. 2d pref..... | 619,306 | 6 | " | " | '84-'90 | .... |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " | " | 1894 | 76 | 4th Mortgage, consol. 3d pref.... | 458,100 | 6 | " | " | '84-'90 | .... |
| Equipment Mortgage..... | 300,000 | 10 | March & Sept. | " | 1894 | .... | Va. State Loan (net)..... | 708,102 | 6 | " | " | long | .... |
| St. Louis, Coun. Bluffs & Omaha: | | | | | | | Southern Central: | | | | | | |
| 1st Mortgage, guaranteed.....gold | 16,000pm | 7* | Jan. & July. | New York. | 1901 | .... | 1st Mortgage, skg fund conv..... | 1,500,000 | 7 | Jan. & July. | New York. | 1900 | .... |
| St. Louis and Iron Mountain: | | | | | | | Southern Iowa and Cedar Rapids: | | | | | | |
| 1st Mortgage of Aug. 1, 1867 gold | 4,000,000 | 7* | Feb. & Aug. | New York. | 1892 | 90 | 1st Mortgage.....gold | 1,500,000 | 7* | May & Nov. | New York. | 1900 | .... |
| St. Louis, Jacksonville & Chicago: | | | | | | | Southern Minnesota: | | | | | | |
| 1st Mortgage of Mar. 1, 1864.... | 2,365,000 | 7 | April & Oct. | New York | 1894 | 94 | 1st Mort., Apr. 1, 1868 tax free.. | 20,000pm | 7 | April & Oct. | New York. | 1888 | .... |
| 2d Mortgage of May 1, 1868..... | 360,000 | 7 | Jan. & July. | " | 1895 | .... | Southern (Cal.) Pacific: | | | | | | |
| St. Louis, Lawr. & Deny. (Pacific): | | | | | | | 1st Mortgage for \$28,000,000 gold | ..... | 6* | Jan. & July. | New York. | 1901 | .... |
| 1st Mortgage, guaranteed.....gold | 1,020,000 | 6* | Jan. & July. | New York. | 1901 | .... | 1st Mort. March 1, 1870.....gold | 571,500 | 7* | March & Sept. | Philadelphia. | 1890 | .... |
| St. Louis and Santa Fe: | | | | | | | 2d Mort. Sept. 1, 1870.....gold | 80,000 | 7* | " | " | 1880 | .... |
| 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | St. Louis. | 1891 | .... | South Western (Gen. of Ga.): | | | | | | |
| St. Louis and South Eastern: | | | | | | | Mortgage Bonds, various..... | 399,000 | 7 | various. | Macon. | '77-'80 | .... |
| 1st Mort. skg fund conv.....gold | 3,250,000 | 7* | May & Nov. | New York. | '94-'95 | .... | Mortgage Bonds, Muscogee R.R. | 300,500 | 7 | " | " | .... | .... |
| St. Louis and St. Joseph (N. Mo.): | | | | | | | Spartanburg and Union: | | | | | | |
| 1st Mort. of Nov. 2, 1868 guar. gold | 1,000,000 | 6* | May & Nov. | New York. | 1893 | .... | 1st Mortgage, end. by S. Car.... | 350,000 | 7 | Jan. & July. | Charleston. | .... | .... |
| St. Louis, Van. & T. H. (T.H. & I.): | | | | | | | 1st Mortgage not endorsed..... | 198,370 | 7 | " | " | .... | .... |
| 1st Mortgage, S. F., guaranteed. | 1,900,000 | 7 | Jan. & July. | New York. | 1897 | .... | Springfield & Illinois S. Eastern: | | | | | | |
| 2d Mortgage, S. F., guaranteed. | 2,000,000 | 7 | April & Oct. | " | 1887 | .... | 1st Mortgage.....gold | 18,000pm | 7* | Jan. & July. | New York. | 1890 | .... |
| St. Paul and Chicago (M. & St. P.): | | | | | | | Staten Island: | | | | | | |
| 1st Mort. of 1870.....gold | 3,000,000 | 7* | J. A. J. & O. | " | 1900 | .... | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| St. Paul and Pacific 1st Division: | | | | | | | Sterling Mountain: | | | | | | |
| 1st Mort. (St. P. to St. Anth. 10m.) | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | 1st Mortgage..... | 350,000 | 7 | — & — | New York. | 1874 | .... |
| 1st Mort. (St. Paul to Wab. 80 m.) | 700,000 | 7 | Jan. & July. | " | 1892</ | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|------------|-------|-------------------|---------------|---------|---------|---|-------------|-------|-------------------|---------------|-------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Tioga: | | | | | | | Western Union (M. & St. P.): | | | | | | |
| 1st Mortgage..... | \$243,000 | 7 | May & Nov. | New York. | 1872 | .... | 1st Mortgage for \$5,000,000..... | \$3,275,000 | 7 | Feb. & Aug. | New York. | 1896 | .... |
| Toledo, Peoria and Warsaw: | | | | | | | West Jersey: | | | | | | |
| 1st Mortgage (E. Div.)..... | 1,000,000 | 7 | June & Dec. | New York. | 1894 | 90 1/2 | Loan of Mar. 1861, guar. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1883 | .... |
| 1st Mortgage (W. Div.)..... | 1,800,000 | 7 | Feb. & Aug. | " " | 1896 | 88 | 1st Mortgage, Jan. 1, 1866..... | 1,000,000 | 6 | Jan. & July. | " | 1896 | 90 1/2 |
| 2d Mortgage (W. Div.)..... | 1,300,000 | 7 | April & Oct. | " " | 1886 | 78 | Consolidated mort. Apr. 1, 1869. | 979,000 | 7 | April & Oct. | " | 1899 | 100 |
| Equipment sinking fund..... | 406,000 | 8 | Jan. & July. | " " | 1879 | .... | West Shore Hudson River: | | | | | | |
| Toledo, Wabash and Western: | | | | | | | 1st Mortgage..... | 676,300 | 7 | " & " | New York. | .... | .... |
| 1st Mort. (Tol. & Ill. 75 m.).... | 900,000 | 7 | Feb. & Aug. | New York. | 1890 | 94 1/2 | West Wisconsin: | | | | | | |
| 1st M. (L. Erie, W. & St. L. 167 m.) | 2,500,000 | 7 | " " | " " | 1890 | .... | 1st M. L. G. sig. conv. £800,000. | 4,000,000 | 7 | Jan. & July. | N.Y. or Lond. | 1885 | .... |
| 2d Mort. (Tol. & Wabash 75 m.) | 1,000,000 | 7 | May & Nov. | " " | 1878 | 89 1/2 | Wicomico and Pocomoke: | | | | | | |
| 2d Mort. (Wab. & West. 167 m.) | 1,500,000 | 7 | " " | " " | 1871 | .... | 1st Mortgage..... | 200,000 | 6 | Jan. & July. | Philadelphia. | 1888 | .... |
| Equipm't Bonds (T. & W. 75m.) | 600,000 | 7 | " " | " " | 1883 | 85 1/2 | Williamston and Tarboro: | | | | | | |
| Consol. M. (T. W. & W. 500 m.) | 2,700,000 | 7 | F. M. A. & N. | " " | 1907 | 79 | 1st Mortgage coupon..... | 350,000 | 8 | May & Nov. | New York. | 1900 | .... |
| Decatur & East St. Louis 109 m. | 2,700,000 | 7 | " " | " " | 1900 | 81 | Wilm., Charlotte & Rutherford: | | | | | | |
| Troy and Boston: | | | | | | | 1st mortgage..... | 1,000,000 | 8 | Jan. & July. | New York. | 87-97 | .... |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage, endor. by N. Car. | 1,000,000 | 8 | " " | " " | 87-97 | .... |
| 2d Mortgage..... | 300,000 | 7 | April & Oct. | " " | 1885 | .... | Wilmington and Reading: | | | | | | |
| 3d Mortgage..... | 650,000 | 7 | May & Nov. | " " | 1875 | .... | 1st Mortgage..... | 2,250,000 | 7 | April & Oct. | Philadelphia. | 1900 | 95 1/2 |
| Convertible Bonds..... | 648,000 | 7 | " " | " " | 1882 | .... | 2d Mortgage..... | 262,200 | 7 | Jan. & July. | " | 1902 | .... |
| Troy, Salem & Rutland (R. & Sar.): | | | | | | | Wilmington and Weldon: | | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1894 | .... | Sterling Loan..... | 576,888 | 6 | Jan. & July. | London. | 1881 | .... |
| Troy Union: | | | | | | | Sterling Loan..... | 197,777 | 7 | May & Nov. | " | 1885 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | New York. | 1873 | .... | Sinking Fund Bonds..... | 710,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 2d Mortgage, guaranteed..... | 300,000 | 6 | " " | " " | 1878 | .... | Winona & St. Peter (C. & N. W.): | | | | | | |
| Union Pacific: | | | | | | | 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | New York. | .... | .... |
| 1st Mortgage, tax free..... | 27,237,000 | 6 | Jan. & July. | N.Y. & Boston | '95-'99 | 84 1/2 | 2d Mortgage..... | 12,000pm | 7 | May & Nov. | " " | .... | .... |
| 1st Mort. L. G. (12,000,000 acres) | 9,594,000 | 7 | April & Oct. | Boston. | 1889 | 70 | | | | | | | |
| Income Mortgage..... | 10,000,000 | 10 | March & Sept. | " | 1874 | 72 | | | | | | | |
| 2d Mortgage (U. S. subsidy).... | 27,236,512 | 6 | Jan. & July. | N.Y. & Boston | '95-'99 | .... |  |  |  |  |  |  |  |
| Union Pacific—Central Branch: | | | | | | | | | | | | | |
| 1st Mortgage..... | 1,600,000 | 6 | May & Nov. | New York. | 1895 | .... |  |  |  |  |  |  |  |
| 2d Mortgage (U. S. subsidy).... | 1,600,000 | 6 | Jan. & July. | " | 1895 | .... |  |  |  |  |  |  |  |
| Union Pacific, E. D. (see K. Pac.): | | | | | | | | | | | | | |
| 1st Mortgage, S. Br. (M. & T.): | 4,145,000 | 6 | Jan. & July. | New York. | 1899 | .... |  |  |  |  |  |  |  |
| Union and Titusville: | | | | | | | | | | | | | |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |  |  |  |  |  |  |  |
| Utica and Black River: | | | | | | | | | | | | | |
| 1st Mortgage, July 1888..... | 150,000 | 7 | Jan. & July. | New York. | 1878 | .... |  |  |  |  |  |  |  |
| Vermont Central: | | | | | | | | | | | | | |
| 1st Mortgage..... | 3,000,000 | 7 | June & Dec. | Boston. | 1886 | 85 | | | | | | | |
| 2d Mortgage..... | 1,500,000 | 7 | " " | " | 1891 | 37 | | | | | | | |
| Equip. Loans of 1866-'67..... | 1,000,000 | 8 | May & Nov. | " | '76-'77 | 100 | | | | | | | |
| Equip. Loans of 1867..... | 1,000,000 | 8 | " " | " | 1889 | 102 1/2 | | | | | | | |
| Stanstead, Shefford & Cham. b'ds | 500,000 | 7 | Jan. & July. | " | .... | 83 1/2 | | | | | | | |
| Guar. Stock (Vt. & Ca.)..... | 2,000,000 | 8 | June & Dec. | " | .... | 100 1/2 | | | | | | | |
| Vermont and Massachusetts: | | | | | | | | | | | | | |
| 1st Mortgage..... | 550,000 | 6 | Jan. & July. | Boston. | 1883 | 92 | | | | | | | |
| Convertible tax free, bonds..... | 200,000 | 7 | " " | " | 1879 | .... |  |  |  |  |  |  |  |
| Vermont Valley (Vt. Central): | | | | | | | | | | | | | |
| 1st Mortgage..... | 386,000 | 7 | April & Oct. | New York. | 1860 | .... |  |  |  |  |  |  |  |
| 1st Mortgage..... | 114,000 | 6 | " " | Boston. | 1860 | .... |  |  |  |  |  |  |  |
| 1st Mortgage..... | 293,200 | 7 | " " | New York. | 1859 | .... |  |  |  |  |  |  |  |
| Vicksburg and Meridian: | | | | | | | | | | | | | |
| General Mort., 1st series (red)... | \$722,500 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |  |  |  |  |  |  |  |
| " " 2d series (blue)..... | 850,000 | 7 | " " | " | 1890 | .... |  |  |  |  |  |  |  |
| " " 3d series (black)..... | 154,000 | 7 | " " | " | 1890 | .... |  |  |  |  |  |  |  |
| " " (not endorsed)..... | 1,273,000 | 7 | April & Oct. | " | 1890 | .... |  |  |  |  |  |  |  |
| Special Loan..... | 225,438 | 8 | Jan. & July. | " | 1890 | .... |  |  |  |  |  |  |  |
| Vineland: | | | | | | | | | | | | | |
| 1st Mortgage..... | 750,000 | 7 | April & Oct. | New York. | 1890 | .... |  |  |  |  |  |  |  |
| Virginia Central see "Ches. & O.": | | | | | | | | | | | | | |
| Virginia & Tennessee (A. M. & O.): | | | | | | | | | | | | | |
| 1st Mortgage..... | 404,000 | 6 | Jan. & July. | New York. | 1873 | 90 | | | | | | | |
| 2d Mortgage..... | 4,000 | 6 | " " | " | 1869 | 78 | | | | | | | |
| 3d Mortgage..... | 990,000 | 6 | " " | " | 1884 | .... |  |  |  |  |  |  |  |
| Income Mortgage..... | 113,000 | 6 | " " | " | 1866 | .... |  |  |  |  |  |  |  |
| 4th Mortgage..... | 846,000 | 8 | " " | " | 1900 | 88 1/2 | | | | | | | |
| Registered Certificates..... | 116,129 | 8 | " " | Richmond. | 1880 | .... |  |  |  |  |  |  |  |
| Interest Funding Bonds..... | 204,200 | 8 | " " | New York. | 1880 | .... |  |  |  |  |  |  |  |
| Walkill Valley (20,000 per mile): | | | | | | | | | | | | | |
| 1st Mortgage..... | 350,000 | 7 | April & Oct. | New York. | 1910 | .... |  |  |  |  |  |  |  |
| Ware River (N. & N.): | | | | | | | | | | | | | |
| 1st Mortgage for \$1,000,000..... | 239,300 | 7 | Jan. & July. | Boston. | 1890 | .... |  |  |  |  |  |  |  |
| Warren (D. L. & W.): | | | | | | | | | | | | | |
| 1st Mortgage, guaranteed..... | 511,400 | 7 | Feb. & Aug. | New York. | 1875 | .... |  |  |  |  |  |  |  |
| Warwick Valley (Erie): | | | | | | | | | | | | | |
| 1st Mortgage..... | 85,000 | 7 | April & Oct. | New York. | 1880 | .... |  |  |  |  |  |  |  |
| Washington and Ohio: | | | | | | | | | | | | | |
| 1st Mortgage 1888 for \$8,000,000. | .... | 7 | May & Nov. | New York. | 1898 | .... |  |  |  |  |  |  |  |
| Watertown & Rome (R. W. & O.): | | | | | | | | | | | | | |
| 2d Mortgage..... | 3,006 | 7 | March & Sept. | New York. | 1871 | .... |  |  |  |  |  |  |  |
| Sinking Fund..... | 796,900 | 7 | " " | " | 1880 | .... |  |  |  |  |  |  |  |
| Westchester and Philadelphia: | | | | | | | | | | | | | |
| 1st Mortgage, convertible..... | 400,000 | 7 | Jan. & July. | Philadelphia. | 1873 | .... |  |  |  |  |  |  |  |
| 3d Mortgage (8s compromised)... | 557,400 | 6 | April & Oct. | " | 1878 | .... |  |  |  |  |  |  |  |
| Western Alabama: | | | | | | | | | | | | | |
| Mortgage consolidated guar..... | 1,200,000 | 8 | April & Oct. | New York. | 1900 | .... |  |  |  |  |  |  |  |
| 1st Mortgage (before consolid.)... | 600,000 | 8 | " " | " | 1888 | .... |  |  |  |  |  |  |  |
| 1st Mortgage (M. & W. Point R.R.) | 750,000 | 8 | Jan. & July. | " | 1881 | .... |  |  |  |  |  |  |  |
| Western (B. & Albany): | | | | | | | | | | | | | |
| Sterling Bonds..... | 1,619,520 | 6 | April & Oct. | London. | 1871 | .... |  |  |  |  |  |  |  |
| Albany Loan (A. & W. Stockb'dge) | 600,000 | 6 | Jan. & July. | Boston. | 1876 | .... |  |  |  |  |  |  |  |
| Dollar Bonds..... | 753,500 | 6 | April & Oct. | " | 1875 | 99 1/2 | | | | | | | |
| Western Maryland: | | | | | | | | | | | | | |
| 1st Mortgage..... | 600,000 | 6 | Jan. & July. | Baltimore. | 1890 | 79 1/2 | | | | | | | |
| 2d Mortgage preferred..... | 600,000 | 6 | " " | " | 1890 | 61 | | | | | | | |
| Bonds endorsed by Balt..... | 600,000 | 6 | " " | " | 1890 | .... |  |  |  |  |  |  |  |
| Bonds (July 1, 1870) endor. by B. | 1,400,000 | 6 | " " | " | 1890 | 92 | | | | | | | |
| Western North Carolina (E. D.): | | | | | | | | | | | | | |
| 1st Mortgage, Mar. 1, 1870..... | 1,400,000 | 8 | Jan. & July. | New York. | 1890 | .... |  |  |  |  |  |  |  |
| Western Pennsylvania (Penn.): | | | | | | | | | | | | | |
| 1st Mortgage (E. Div.) guar..... | 800,000 | 6 | April & Oct. | Philadelphia. | 1893 | .... |  |  |  |  |  |  |  |
| 1st Mortgage (Pittsb. Div.) guar. | 1,000,000 | 6 | Jan. & July. | " | 1896 | .... |  |  |  |  |  |  |  |
| | | | | | | | MISCELLANEOUS. | | | | | | |
| | | | | | | | American Dock & Improvement: | | | | | | |
| | | | | | | | 1st Mort. guar. by C. R. R. Co. | 2,000,000 | 7 | Jan. & July. | New York. | 1886 | 98 1/2 |
| | | | | | | | Consolidated (Md.) Coal: | | | | | | |
| | | | | | | | 1st Mortgage, convertible..... | 750,000 | 7 | Jan. & July. | New York. | 1885 | .... |
| | | | | | | | Pennsylvania Coal: | | | | | | |
| | | | | | | | 1st Mortgage..... | 566,000 | 7 | Feb. & Aug. | Philadelphia. | 1881 | .... |
| | | | | | | | Long oek: | | | | | | |
| | | | | | | | Mortgage Bonds, guaranteed ... | 2,500,000 | 7 | June & Dec. | New York. | 1872 | 90 |
| | | | | | | | Mariposa: | | | | | | |
| | | | | | | | 1st Mortgage..... | 1,500,000 | 7 | Jan. & July. | New York. | 18— | .... |
| | | | | | | | 2d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1881 | .... |
| | | | | | | | Quicksilver: | | | | | | |
| | | | | | | | 1st Mortgage..... | 500,000 | 7 | June & Dec. | New York. | 1873 | .... |
| | | | | | | | 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " | 1879 | .... |
| | | | | | | | Western Union: | | | | | | |
| | | | | | | | 1st Mortgage (S. F.) convertible. | 4,534,000 | 7 | May & Nov. | New York. | 1875 | .... |
| | | | | | | | 2d Mortgage..... | 89,500 | 7 | Jan. & July. | " | 1873 | .... |

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."*

| Abstract of General Balance Sheet. | | | | | | | | | | | |
|------------------------------------|-------|------|--------------------|------|-------|-----------------------|-------|-------------|-----------------|-----------|-------|
| Property and Assets. | | | Liabilities. | | | Railroad Operated. | | Operations. | | Earnings. | |
| Rolling Stock. | | | Accounts and Cash. | | | Stocks. | | | Bonds. | | |
| Railroad. | | | Assets. | | | Accounts. | | | Surplus Income. | | |
| Main Line. | | | Branch Line. | | | 2d Track and Sidings. | | | Engines. | | |
| Passenger. | | | Freight. | | | Car. | | | Freight. | | |
| M. | | | M. | | | M. | | | M. | | |
| Aug. 31, 1870 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1870 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1871 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1871 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1871 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1871 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1872 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1872 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1872 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1872 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1873 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1873 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1873 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1873 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1874 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1874 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1874 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1874 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1875 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1875 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1875 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1875 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1876 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1876 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1876 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1876 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1877 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1877 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1877 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1877 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1878 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1878 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1878 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1878 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1879 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1879 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1879 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1879 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1880 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1880 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1880 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1880 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1881 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1881 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1881 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1881 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1882 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1882 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1882 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1882 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1883 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1883 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1883 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1883 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1884 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1884 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1884 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1884 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1885 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1885 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1885 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1885 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1886 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1886 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1886 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1886 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1887 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1887 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1887 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1887 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1888 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1888 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1888 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1888 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1889 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1889 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1889 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1889 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1890 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1890 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1890 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1890 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1891 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1891 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1891 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1891 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1892 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1892 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1892 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1892 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1893 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1893 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1893 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Nov. 30, 1893 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Feb. 28, 1894 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| May 31, 1894 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 |
| Aug. 31, 1894 | 222.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | 186.0 | 10.1 | |

| | | | | | | | | | | | | |
|----------------|-------|------|----------------------------------|-----------|------------|-----------|-----------|-------|---|---------|-----|-----|
| Dec. 31, 1870 | 18.67 | 9.5 | Lykens Valley..... | 600,000 | 222,040 | 1,631,500 | 600,000 | 35.0 | (Leased & operated by Summit B. Branch.) | 62,500 | 10 | 20 |
| Sept. 30, 1870 | 17.70 | 2.0 | Macon and Augusta..... | 2,400,000 | 124,853 | 1,631,500 | 770,000 | 195.0 | (Leased & operated by Geo. Rega.) | 7,849 | 100 | 100 |
| Dec. 31, 1870 | 10.0 | 8.0 | Macon and Brunswick..... | 6,422,016 | 539,966 | 2,400,000 | 3,150,000 | 195.0 | (Leased & operated by Geo. Rega.) | 38,410 | 100 | 100 |
| Nov. 30, 1870 | 10.25 | 35.3 | Macon and Western..... | 237 | 100,897 | 2,400,000 | 150,000 | 166.0 | (Leased & operated by Geo. Rega.) | 428,428 | 100 | 100 |
| Dec. 31, 1870 | 14.7 | 35.0 | Manitowish and Shawano..... | 3,420,046 | 19,722,024 | 3,453,500 | 44,511 | 180.8 | (Leased & operated by Phila. & P. Reading.) | 692,086 | 100 | 100 |
| Nov. 30, 1870 | 22.6 | 10.9 | Maine Central..... | 1,421,684 | 351,445 | 3,453,500 | 2,898,230 | 123.8 | (Leased & operated by Phila. & P. Reading.) | 201,275 | 10 | 60 |
| Dec. 31, 1870 | 22.6 | 10.9 | Maine Central..... | 1,421,684 | 351,445 | 3,453,500 | 2,898,230 | 123.8 | (Leased & operated by Phila. & P. Reading.) | 107,870 | 100 | 100 |
| Mar. 31, 1871 | 22.6 | 10.9 | Manchester and Lawrence..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Mar. 31, 1871 | 22.6 | 10.9 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 107,870 | 100 | 100 |
| Sept. 30, 1870 | 18.0 | 38.9 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 100 |
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| Dec. 31, 1870 | 44.0 | 11.0 | Manchester and North Warren..... | 1,000,000 | 72,124 | 1,000,000 | 20,000 | 28.0 | (Leased & operated by Phila. & P. Reading.) | 160,010 | 100 | 1 |

[illegible]

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

| COMPANIES. | Amount outstanding. | Div'ds Rate. | Market Price. |
|--|---------------------|--------------|---------------|
| RAILROAD STOCKS: | | | |
| Atlantic & Gt. West'n (O. D.) pref. | \$1,919,000 | 7 | ... |
| Atlantic & St. Lawrence* guar. | 2,494,000 | 4 | 4 |
| Baltimore & Ohio, pref. | 3,000,000 | 6 | 6 |
| Berkshire* guaranteed. | 600,000 | 7 | 7 |
| Bloomington & Corning* guar. | 250,000 | 5 | 5 |
| Boston, Concord and Montreal, pref. | 1,340,000 | 6 | 75 |
| Bullalo, N. York and Erie* guar. | 950,000 | 7 | 74 |
| Camden and Atlantic, pref. | 753,695 | 7 | 70 |
| Catawissa* pref. and guar. | 2,200,000 | 7 | 86 |
| Cayuga and Susquehanna* guar. | 599,110 | 9 | ... |
| Cedar Rapids & Missouri* preferred and guaranteed. | 755,000 | 7 | 7 |
| Central Ohio, preferred. | 400,000 | 7 | 31 |
| Chemung, guar. | 380,000 | 8 | 6 |
| Cheshire, preferred. | 2,017,815 | 7 | 84 |
| Chicago and Alton, pref. | 2,425,400 | 7 | 114 |
| Chicago, Iowa and Nebraska* guar. | 2,600,000 | 10 | ... |
| Chicago and Northwestern, pref. | 20,370,293 | 7 | 84 |
| Cleveland and Mahoning* guar. | 2,056,000 | 7 | ... |
| Cleveland and Toledo* guar. | 6,250,000 | 34 | ... |
| Cochecho, preferred. | 177,750 | 8 | ... |
| Connecticut and Passumpsic Rivers, preferred. | 1,822,100 | 6 | 6 |
| Cumberland Valley, 1st pref. | 241,900 | 8 | 8 |
| " 2d pref. | 242,000 | 8 | 8 |
| Delaware* guaranteed. | 594,341 | 6 | 6 |
| Detroit & Milwaukee* preferred and guaranteed. | 1,500,000 | 6 | ... |
| Dubuque and Sioux City* preferred and guaranteed. | 1,988,170 | 7 | 97 |
| Dubuque Southwestern, pref. | 330,308 | 7 | 7 |
| Eastern (N. H.)* guaranteed. | 492,500 | 8 | 8 |
| Elmira, Jefferson and Canandaigua* guaranteed. | 500,000 | 5 | 5 |
| Elmira and Williamsport* guar. | 500,000 | 5 | 5 |
| Elmira and Williamsport* preferred and guaranteed. | 500,000 | 7 | 7 |
| Erie, preferred. | 8,536,910 | 7 | 65 |
| Evansville and Crawfordsville pref. | 100,000 | ... | ... |
| Hannibal and St. Joseph, pref. | 5,078,224 | ... | 65 |
| Harrisburg and Lancaster, guar. | 1,182,550 | 7 | 7 |
| Houstonville, preferred. | 1,180,000 | 8 | 104 |
| Huntingdon & Broad Top Mountain, preferred. | 190,750 | 7 | 34 |
| Joliet and Chicago* guar. | 1,500,000 | 7 | 7 |
| Joliet and Northern Indiana* guar. | 300,000 | 8 | 8 |
| Lackawanna and Bloomsburg, pref. | 500,000 | 7 | ... |
| Leds and Farmington* guar. | ... | ... | ... |
| Little Schuylkill* guar. | 2,646,100 | 7 | 7 |
| Louisville, Cincinnati and Lexington preferred. | 848,700 | 9 | 87 |
| Marietta and Cincinnati, 1st pref. | 6,586,135 | 6 | 24 |
| " 2d pref. | 4,051,744 | 6 | 11 |
| Manchester and Lawrence* | 1,000,000 | 9 | 9 |
| Michigan Southern, guaranteed. | 586,800 | 10 | 10 |
| Mill Creek and Mine Hill* guar. | 323,375 | 10 | 10 |
| Milwaukee and St. Paul, preferred. | 9,744,268 | 7 | 73 |
| Mine Hill and Schuylkill Haven* guaranteed. | 3,775,000 | 8 | ... |
| Mount Carbon & Pt. Carbon* guar. | 282,250 | 12 | 12 |
| New Haven and Northampton* | 1,344,000 | ... | ... |
| New York and Harlem, pref. | 1,500,000 | 8 | 135 |
| Niagara Bridge and Canandaigua* guar. | 1,000,000 | 6 | 6 |
| North Eastern (S. C.) preferred. | 155,000 | 8 | ... |
| Ogdensburg and L. Champlain, pref. | 1,037,000 | 8 | 106 |
| Ohio and Mississippi, pref. | 3,500,000 | 7 | 78 |
| Pateron and Hudson* guar. | 630,000 | 8 | 8 |
| Pateron and Ramapo* guar. | 248,000 | 5 | 5 |
| Peoria and Bureau Valley* guar. | 1,200,000 | 6 | ... |
| Philadelphia and Erie* guar. | 5,996,700 | ... | ... |
| Philadelphia and Reading, pref. | 1,551,800 | 10 | 10 |
| Philadelphia and Trenton* guar. | 1,099,720 | 10 | ... |
| Pittsfield and North Adams* guar. | 450,100 | 6 | 6 |
| Portl. & Kennebec (Yarmouth) guar. | 201,100 | 6 | 6 |
| Portland, Sago & Portsmouth* guar. | 1,500,000 | 6 | 6 |
| Portsmouth and Concord* | 350,000 | 7 | 7 |
| Richmond, Fredericksb. & Potomac, guaranteed. | 142,900 | 7 | 7 |
| Rochester and Genesee Valley* | 557,560 | 7 | 7 |
| Rutland, preferred. | ... | 7 | 77 |
| St. Louis, Alton and T. H., pref. | 2,040,000 | 7 | 61 |
| Sandusky and Cincinnati, pref. | 445,516 | 6 | 38 |
| Schuylkill Valley* guar. | 576,000 | 5 | 5 |
| Shamokin Valley & Pottsville, guar. | 869,450 | 5 | 5 |
| Tol. Peoria & Warsaw (W. D.) pref. | 1,300,000 | 7 | ... |
| " (E. D.) pref. | 1,700,000 | 7 | ... |
| Toledo, Wabash and Western, pref. | 1,000,000 | 7 | 84 |
| Troy and Greenbush* guar. | 274,000 | 7 | 7 |
| Vermont and Canada* guar. | 2,500,000 | 8 | 8 |
| Warren* guar. | 1,408,300 | 7 | 7 |
| White Mountains* guar. | 200,000 | 5 | 5 |
| Wrightv. York & Gettysburg* pref. | 317,050 | ... | 2 |
| CANAL STOCKS: | | | |
| Delaware Division* guar. | 1,633,350 | 8 | 8 |
| Maria, preferred. | 1,175,000 | 10 | 122 |
| Schuylkill Navigation, pref. | 2,888,997 | 6 | 30 |
| Union, preferred. | ... | 6 | 2 |
| MISCELLANEOUS STOCKS: | | | |
| Cumberland Coal, pref. | ... | 6 | ... |
| Mariposa Mining, pref. | 5,774,400 | 7 | 14 |

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.

| | | |
|---|------------|---------|
| Pig, Scotch, No. 1..... | per ton 35 | @ 38 50 |
| Pig, American, No. 1..... | 37 | @ 38 |
| Pig, American, No. 2..... | 35 | @ 36 |
| Pig, American, Forge..... | 33 | @ 34 |
| Bar, Refined, English and American..... | 80 | @ 80 |
| Bar, Swedes, assorted sizes..... | (gold) 85 | @ 100 |

STORE PRICES.

| | | |
|---|------------|----------|
| Bar, Sweder, ordinary sizes..... | 107 50 | @ 120 |
| Bar, Refined..... | 85 | @ |
| Bar, Common..... | 90 | @ |
| Scroll..... | 102 50 | @ 132 50 |
| Ovals and Half-round..... | 102 50 | @ 122 50 |
| Band..... | — | @ 97 50 |
| Horse Shoe..... | 100 | @ 105 |
| Rods, 3-16 inch..... | 90 | @ 125 |
| Hoop..... | 107 50 | @ 150 |
| Nail Rod..... | 61 | @ |
| Sheet, Russia, as to No.'s..... | (gold) 174 | @ 18 |
| Sheet, Single D. and T. Common..... | 41 | @ 51 |
| Rails, English..... | 59 | @ 59 |
| Rail, American, at Works in Penna. c'y..... | 70 | @ 71 |
| Anvils, (English)..... | 8 | @ |

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

| | | |
|---|---------|---------|
| English, Cast. (2d and 1st quality)..... | per lb. | 15 @ 18 |
| English Spring (2d and 1st quality)..... | 7 @ 10 | |
| English Blister (2d and 1st quality)..... | 10 @ 17 | |
| English Machinery..... | 11 @ 13 | |
| English German (2d and 1st quality)..... | 10 @ 12 | |
| American Blister "Black Diamond"..... | 12 @ 12 | |
| American, Cast, Tool, do..... | 15 @ 16 | |
| American, Spring, do..... | 9 @ 11 | |
| American Machinery, do..... | 9 @ 10 | |
| American German, do..... | 9 @ 11 | |

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

| | | |
|---------------------------------------|------------|---------|
| Cut, 10d. @ 60d..... | per 100 lb | 4 50 @ |
| Cut Spikes, all sizes..... | 4 75 @ | |
| Clinch..... | 6 @ | |
| Horse Shoe, Forged (No. 10 to 5)..... | per lb. | 19 @ 33 |
| Copper..... | — | @ 39 |

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

| | | |
|---------------------------------|----------------|------------------------|
| Banca..... | (gold) per lb. | 41 @ 41 |
| Straits..... | (gold)..... | 36 @ 36 |
| English..... | (gold)..... | 34 @ 35 |
| Plates—Fair to good brands..... | (Gold)..... | — |
| I. C. Charcoal..... | per box | 8 75 @ 9 10 25 @ 10 75 |
| I. C. Coke..... | 7 50 @ 8 50 | 9 @ 10 |
| Coke Terne..... | 6 37 @ 7 50 | 7 25 @ 9 |
| Charcoal Terne..... | 7 75 @ 8 25 | 9 50 @ 10 |

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

| | | |
|---|-----------|---------|
| Crude, 40 @ 48 gravity (in bulk)..... | per gall. | 14 @ 18 |
| Crude, 40 @ 47 gravity (in shipping order)..... | — | @ 18 |
| Refined, Standard White (in ship'g order)..... | — | @ 24 |
| Refined, prime White (in shipping order)..... | — | @ 26 |
| Refined, S. W. (in jobbing lots)..... | — | @ 25 |
| Refined, S. W. (in tin)..... | — | @ 29 |
| Naptha, Refined, (65 @ 73 gravity)..... | — | @ 104 |
| Residuum..... | per bbl. | 4 @ 9 |

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 14¢; over that, and not over 16 by 24, 2¢; over that, and not over 24 by 30, 2¢; all over that, 3 cents per lb.

American Window. (Single Thick.)

| Sizes. | 1st. | 2d. | (Old List.) | 4th. |
|---------------------------|--------|--------|-------------|--------|
| A. | B. | C. | D. | |
| 6 by 8 to 7 by 9..... | \$7 75 | \$7 00 | \$6 50 | \$6 00 |
| 8 by 10 to 10 by 15..... | 8 25 | 7 50 | 7 00 | 6 50 |
| 11 by 14 to 12 by 18..... | 9 75 | 9 00 | 8 50 | 8 00 |
| 14 by 16 to 16 by 24..... | 10 50 | 9 50 | 8 50 | 7 50 |
| 18 by 22 to 18 by 30..... | 12 25 | 11 25 | 10 00 | 8 00 |
| 20 by 30 to 24 by 30..... | 15 00 | 13 75 | 11 50 | 9 00 |
| 24 by 31 to 24 by 36..... | 16 50 | 15 00 | 12 50 | 10 00 |
| 25 by 36 to 30 by 44..... | 17 50 | 16 00 | 14 50 | 12 50 |
| 30 by 46 to 32 by 48..... | 20 00 | 18 00 | 15 50 | 13 50 |
| 32 by 50 to 32 by 50..... | 22 00 | 20 00 | 17 00 | 14 50 |
| Above..... | 25 00 | 25 00 | 20 00 | 16 00 |

(T'c above subject to a discount of 55¢@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)

| | | | |
|---------------------------|---------------|----------------|---------|
| 6 by 8 to 8 by 10..... | (4 qts.)..... | per 50 feet 10 | @ 7 75 |
| 8 by 11 to 10 by 15..... | (4 qts.)..... | 10 50 | @ 8 |
| 11 by 14 to 12 by 18..... | (4 qts.)..... | 12 | @ 9 25 |
| 14 by 16 to 16 by 24..... | (4 qts.)..... | 12 50 | @ 9 75 |
| 18 by 22 to 18 by 30..... | (4 qts.)..... | 15 | @ 10 50 |
| 20 by 28 to 24 by 30..... | (4 qts.)..... | 18 50 | @ 12 |
| 20 by 24 to 24 by 36..... | (4 qts.)..... | 19 50 | @ 12 50 |
| 20 by 24 to 26 by 40..... | (3 qts.)..... | 21 50 | @ 16 |
| 25 by 38 to 28 by 44..... | (3 qts.)..... | 22 | @ 16 50 |
| 28 by 46 to 30 by 48..... | (3 qts.)..... | 23 | @ 17 |
| 30 by 50 to 32 by 52..... | (3 qts.)..... | 24 50 | @ 18 |
| 32 by 54 to 34 by 56..... | (3 qts.)..... | 26 50 | @ 19 50 |
| 34 by 58 to 34 by 60..... | (3 qts.)..... | 30 | @ 22 |
| 36 by 60 to 40 by 60..... | (3 qts.)..... | 36 | @ 25 |

(Subject to a discount of 55¢@60 per cent.) English sells at 40¢@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

| | Th. 12. | F. 13. | Sat. 14. | M. 16. | Tu. 17. | W. 18. |
|---------------------------------|---------|--------|----------|--------|---------|--------|
| Canton Co..... | 72 | 70 | ..... | 69 | 67 | 67 |
| Central Pacific 6a..... | 101 | 101 | 101 | 100 | 100 | 100 |
| Central of N. Jersey..... | 104 | 103 | 103 | 104 | 101 | 101 |
| Chicago & Alton..... | 113 | ..... | 114 | 113 | 113 | 113 |
| .. pref..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 1 M..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. S. F..... | ..... | ..... | 85 | ..... | ..... | ..... |
| .. Inc. bds..... | ..... | ..... | ..... | 91 | 91 | ..... |
| Chicago, Burl. & Q..... | 125 | 124 | ..... | 128 | 126 | ..... |
| .. 8a, 1883..... | 112 | ..... | ..... | ..... | ..... | ..... |
| Chic. & Northwestern..... | 58 | 53 | 54 | 54 | 53 | 53 |
| .. pref..... | 86 | 85 | ..... | 87 | 84 | 83 |
| .. 1st M..... | 98 | 98 | 98 | ..... | 98 | 98 |
| .. S. F..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. Consol..... | 92 | ..... | ..... | ..... | ..... | ..... |
| Chic., Rock Isl. & Pac..... | 96 | 96 | 97 | 97 | 95 | 95 |
| Chl., R. I. & Pa. 7a, 1896..... | 100 | ..... | 98 | 99 | 99 | 99 |
| Clev., Col., C. and Ind..... | 85 | 83 | 85 | 83 | 82 | 84 |
| Clev. and Pittsburg..... | 112 | 115 | 113 | 114 | 114 | 114 |
| .. 2 M..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 3 M..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 4 M..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Clev. and Toledo..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. S. F. 7a..... | 101 | 100 | ..... | ..... | ..... | ..... |
| Col., Chl., & Ind. C..... | 17 | 17 | 17 | 17 | 16 | 15 |
| .. 1 M..... | 86 | 85 | 85 | 85 | 85 | 85 |
| .. 2 M..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Del. & Hudson Canal..... | 118 | 119 | ..... | ..... | ..... | 118 |
| Del. Lack. & Western..... | 104 | 105 | 105 | 104 | 103 | 103 |
| .. 1 M. 7a..... | ..... | ..... | ..... | ..... | ..... | 98 |
| .. 2 M. 7a..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dubuque & Sioux City..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Erie Railway..... | 27 | 27 | 27 | 27 | 27 | 27 |
| .. pref..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 1 M. 7a, 1897..... | 96 | ..... | ..... | ..... | ..... | ..... |
| .. 2 M. 7a, 1879..... | 100 | ..... | ..... | ..... | ..... | ..... |
| .. 3 M. 7a, 1883..... | 103 | ..... | 94 | ..... | 91 | ..... |
| .. 4 M. 7a, 1880..... | 104 | ..... | ..... | ..... | 86 | ..... |
| .. 5 M. 7a, 1888..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Great Western 2d mort..... | 88 | ..... | ..... | ..... | ..... | ..... |
| Hannibal & St. Joseph..... | 55 | 59 | 58 | 58 | 55 | 55 |
| .. pref..... | 66 | 67 | 68 | 67 | 65 | 65 |
| .. 8a, conv..... | 98 | 98 | ..... | 96 | 95 | 95 |
| Hudson River..... | ..... | 104 | 104 | ..... | ..... | ..... |
| .. 2 M. S. F..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 3 M. 7a, 1875..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Central..... | 135 | ..... | ..... | ..... | ..... | ..... |
| .. bonds..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lake Shore & Mich. S'th..... | 95 | 92 | 94 | 95 | 92 | 91 |
| Lake Shore Div. bonds..... | ..... | 67 | 67 | 67 | 67 | 67 |
| Marietta & Cin. 1st pref..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 2d pref..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Michigan Central..... | 115 | 117 | ..... | 116 | 116 | 116 |
| .. S.F. 8a, 1882..... | ..... | ..... | ..... | ..... | ..... | ..... |
| M. S. and N. I. 1 M. S. F..... | 101 | 101 | 102 | 100 | 100 | 100 |
| .. 2 M..... | 98 | ..... | ..... | 97 | 97 | 97 |
| Mariposa Mining Co..... | ..... | 2 | 2 | 1 | 2 | 2 |
| .. pref..... | 2 | 2 | 2 | 1 | 2 | 2 |
| .. Tr. 10a cts..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Milw. and St. Paul..... | 53 | 53 | 54 | 54 | 53 | 53 |
| .. pref..... | 74 | 72 | 74 | 75 | 73 | 72 |
| .. 1st mort..... | ..... | ..... | ..... | ..... | 94 | 94 |
| .. 2d mort..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 8a..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 7-10a con..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Missouri 6a..... | ..... | 94 | ..... | 93 | 93 | 93 |
| .. H. & St. J. 1a..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Morris and Essex..... | 94 | 93 | 93 | 93 | 92 | 92 |
| .. 1st mort..... | ..... | 103 | ..... | 103 | ..... | ..... |
| .. 2d mort..... | 98 | ..... | ..... | ..... | ..... | ..... |
| New York Central..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 7a, S.F. 1876..... | ..... | ..... | ..... | 102 | ..... | ..... |
| .. 6a, S.F. 1883..... | ..... | 93 | ..... | 93 | 93 | 93 |
| .. 6a, S.F. 1887..... | ..... | ..... | 94 | ..... | ..... | ..... |
| N. Y. Cen. & Hud. Riv..... | 86 | 86 | 87 | 87 | 87 | 84 |
| .. certificates..... | 82 | 81 | 83 | 83 | 81 | 81 |
| N. York and Harlem..... | 123 | 121 | 122 | ..... | 120 | 119 |
| .. pref..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 1 M. 7a, 1873..... | ..... | ..... | ..... | ..... | ..... | ..... |
| N. Carolina 6a, old..... | 40 | ..... | 38 | ..... | ..... | ..... |
| .. new..... | ..... | ..... | ..... | ..... | 21 | 21 |
| Ohio and Miss..... | 35 | 36 | 37 | 37 | 35 | 34 |
| .. pref..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 1st M..... | ..... | 44 | 46 | 45 | 42 | 41 |
| Pacific Mail S. S. Co..... | 45 | 44 | 46 | 45 | 42 | 41 |
| Panama..... | ..... | 55 | 56 | ..... | 56 | 56 |
| Phila. and Reading..... | 104 | 102 | 105 | 105 | 104 | 104 |
| Pitta., Ft. W. & Chi. g'd..... | 98 | 98 | 97 | ..... | 97 | ..... |
| .. 1 M..... | ..... | 105 | ..... | ..... | 105 | 105 |
| .. 2 M..... | ..... | 100 | 100 | ..... | 100 | ..... |
| .. 3 M..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Quicksilver Mining Co..... | 17 | 17 | 17 | 17 | 16 | ..... |
| St. L., Alton & T. H..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. pref..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. 1 M..... | 98 | ..... | ..... | ..... | ..... | ..... |
| .. 2 M. pref..... | 78 | ..... | 85 | 85 | 76 | 76 |
| .. Income bds 7a..... | 79 | 78 | 78 | 77 | 77 | 76 |
| Tennessee 6a, old..... | 66 | 65 | 64 | 65 | 63 | 63 |
| .. new..... | 65 | 65 | 64 | 65 | 65 | 64 |
| Tol., Wab. & Western..... | 53 | 54 | 55 | 55 | 52 | 52 |
| .. pref..... | ..... | 84 | ..... | ..... | ..... | ..... |
| .. 1 M..... | ..... | 94 | ..... | ..... | ..... | ..... |
| .. 2 M..... | 91 | ..... | 90 | 90 | 89 | 89 |
| .. Equipment..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. St. Lou. Div..... | ..... | ..... | ..... | 82 | 81 | 81 |
| Union Pacific..... | 22 | 22 | 23 | 22 | 22 | 20 |
| .. 1st mort..... | 84 | 84 | 85 | 86 | 84 | 84 |
| .. L. Gt. 7a..... | 71 | 71 | 70 | 72 | 70 | 70 |
| .. Inc. 10a..... | 71 | 71 | 71 | 73 | 71 | 72 |
| Virginia 6a, old..... | ..... | 60 | ..... | 59 | ..... | ..... |
| .. new..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .. consol..... | 61 | 61 | ..... | ..... | 00 | 00 |

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

Th.12. F.13. Sat.14. M.16. Tu.17. W.18.

| FEDERAL STOCKS:-- | | | | | | |
|--------------------------------|-----|-----|-----|-----|-----|-----|
| U. S. 5s, 1874, reg. | 108 | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 1874, coup. | 108 | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 10-40s, coup. | 108 | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 10-40s, reg. | 107 | 107 | 108 | 108 | 108 | 108 |
| U. S. 6s, 1881, reg. | 115 | 115 | 115 | 115 | 115 | 115 |
| U. S. 6s, 1881, coup. | 115 | 115 | 116 | 116 | 116 | 116 |
| U. S. 6s, '81, O.W.L. | 110 | 110 | 110 | 110 | 110 | 110 |
| U. S. 6s, 5-20s reg. '62.109 | 113 | 113 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, c. 1862. 114 | 113 | 113 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, reg. '64. | 113 | 113 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, c. 1864. 113 | 113 | 113 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, reg. '65.110 | 114 | 114 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, c. 1865. 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| U. S. 6s, 5-20s, r. n. '65. | 112 | 112 | 112 | 112 | 112 | 112 |
| U. S. 6s, 5-20s, c. n. '65.112 | 112 | 112 | 112 | 112 | 112 | 112 |
| U. S. 6s, 5-20s, c. 1867. 112 | 112 | 112 | 112 | 112 | 112 | 112 |
| U. S. 6s, 5-20s, reg. '68. | 112 | 112 | 112 | 112 | 112 | 112 |
| U. S. 6s, 5-20s, c. '68. 112 | 112 | 112 | 112 | 112 | 112 | 112 |
| U. S. 6s, Pac.R.R. issue 110 | 110 | 111 | 111 | 111 | 111 | 111 |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

W.11. Th.12. F.13. Sat.14. M.16. Tu.17.

| Catawissa | | | | | | |
|--------------------------------|-----|-----|-----|-----|-----|-----|
| preferred .. 46 | 45 | 43 | 44 | 44 | 44 | 44 |
| Camden and Amboy .. | 116 | 116 | 119 | 117 | 117 | 117 |
| 6s, 1875 .. | 90 | 90 | 90 | 90 | 90 | 90 |
| 6s, 1883 .. | 90 | 90 | 90 | 90 | 90 | 90 |
| 6s, 1889 .. | 90 | 90 | 90 | 90 | 90 | 90 |
| mort. 6s, '89 96 | 90 | 90 | 90 | 90 | 90 | 90 |
| Elmira & Williamsport .. | 110 | 110 | 110 | 110 | 110 | 110 |
| pref. .. | 110 | 110 | 110 | 110 | 110 | 110 |
| Lehigh Navigation .. 34 | 35 | 32 | 34 | 34 | 33 | 33 |
| 6s, 1884 .. | 90 | 90 | 90 | 90 | 90 | 90 |
| Gold L. .. 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| R. R. L. .. | 85 | 85 | 85 | 85 | 85 | 85 |
| Conv. L. .. | 85 | 85 | 85 | 85 | 85 | 85 |
| Lehigh Valley R. R. .. 61 | 59 | 58 | 58 | 58 | 58 | 58 |
| 6s new coup. .. | 98 | 98 | 98 | 98 | 98 | 98 |
| 6s new reg. .. | 98 | 98 | 98 | 98 | 98 | 98 |
| Little Schuylkill R.R. .. | 52 | 52 | 51 | 51 | 51 | 51 |
| 7s .. | 52 | 52 | 51 | 51 | 51 | 51 |
| Minehill .. | 52 | 52 | 51 | 51 | 51 | 51 |
| Morris Canal .. | 100 | 100 | 100 | 100 | 100 | 100 |
| pref. .. | 100 | 100 | 100 | 100 | 100 | 100 |
| 1st mort. .. | 100 | 100 | 100 | 100 | 100 | 100 |
| North Pennsylvania .. | 101 | 100 | 100 | 100 | 100 | 100 |
| 6s, 1880 .. | 101 | 100 | 100 | 100 | 100 | 100 |
| 7s .. | 101 | 100 | 100 | 100 | 100 | 100 |
| 10s, 1887 .. | 101 | 100 | 100 | 100 | 100 | 100 |
| Northern Central .. | 41 | 40 | 40 | 40 | 39 | 39 |
| Oil Creek & Alleg. Riv. 48 | 47 | 43 | 46 | 46 | 45 | 45 |
| 7s .. | 47 | 43 | 46 | 46 | 45 | 45 |
| Pennsylvania R. R. .. 58 | 55 | 55 | 57 | 57 | 57 | 57 |
| 1st M. .. 100 | 100 | 100 | 99 | 99 | 99 | 99 |
| 2d M. .. | 100 | 100 | 99 | 99 | 99 | 99 |
| Gen. mort. .. | 91 | 91 | 91 | 91 | 91 | 91 |
| reg. .. | 91 | 91 | 91 | 91 | 91 | 91 |
| Penn. State, 6s, 1st series .. | 100 | 100 | 100 | 100 | 100 | 100 |
| 6s, 2d series .. | 100 | 100 | 100 | 100 | 100 | 100 |
| 6s, 3d series. 107 | 106 | 106 | 106 | 106 | 106 | 106 |
| 6s, W. L. .. | 106 | 106 | 106 | 106 | 106 | 106 |
| Philadelphia City, 6s .. | 101 | 100 | 100 | 100 | 100 | 100 |
| new .. | 101 | 100 | 100 | 100 | 100 | 100 |
| Philad. Germ. & Nor. 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Phila. & Reading .. 53 | 53 | 51 | 53 | 53 | 52 | 52 |
| Philadelphia and Erie .. | 24 | 24 | 24 | 24 | 24 | 24 |
| 6s .. | 24 | 24 | 24 | 24 | 24 | 24 |
| 7s .. | 24 | 24 | 24 | 24 | 24 | 24 |
| Schuylkill Navigation .. | 15 | 15 | 15 | 15 | 15 | 15 |
| pref. .. | 15 | 15 | 15 | 15 | 15 | 15 |
| 6s, 1882 .. | 77 | 77 | 77 | 77 | 77 | 77 |
| 6s, 1876 .. | 77 | 77 | 77 | 77 | 77 | 77 |
| 6s, 1872 .. | 77 | 77 | 77 | 77 | 77 | 77 |
| Hosstonville, (Horse) .. | 63 | 63 | 63 | 63 | 63 | 63 |
| Chestnut & Wal. .. | 63 | 63 | 63 | 63 | 63 | 63 |
| Green & Coates .. | 63 | 63 | 63 | 63 | 63 | 63 |
| 2d and 3d streets .. | 63 | 63 | 63 | 63 | 63 | 63 |
| Spruce and Pine .. | 63 | 63 | 63 | 63 | 63 | 63 |
| 15th and 16th sts. .. 23 | 23 | 23 | 23 | 23 | 23 | 23 |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

W.11. Th.12. F.13. Sat.14. M.16. Tu.17.

| Baltimore City 6s, 1875 .. | | | | | | |
|----------------------------|-----|-----|-----|-----|-----|-----|
| 1886 .. | 95 | 95 | 95 | 95 | 95 | 95 |
| 1890 .. | 97 | 97 | 96 | 96 | 96 | 96 |
| 1884 .. | 97 | 97 | 96 | 96 | 96 | 96 |
| 1900 .. | 97 | 97 | 96 | 96 | 96 | 96 |
| Balt and Ohio .. 142 | 141 | 141 | 141 | 141 | 141 | 141 |
| bonds, 1875 .. | 141 | 141 | 141 | 141 | 141 | 141 |
| 1880 .. | 141 | 141 | 141 | 141 | 141 | 141 |
| 1885 .. | 141 | 141 | 141 | 141 | 141 | 141 |
| Marietta & Cin. 1st M. .. | 96 | 96 | 96 | 96 | 96 | 96 |
| 2d M. .. | 86 | 85 | 85 | 85 | 85 | 85 |
| 3d M. 8s .. | 79 | 79 | 79 | 79 | 79 | 79 |
| Northern Central .. | 41 | 41 | 41 | 41 | 41 | 41 |
| bonds, 1885 .. | 41 | 41 | 41 | 41 | 41 | 41 |
| 1900. 80 .. | 93 | 93 | 93 | 93 | 93 | 93 |
| Pittsb. & Connellsv. 7s .. | 93 | 93 | 93 | 93 | 93 | 93 |
| N. W. Va. 1st mort. .. | 93 | 93 | 93 | 93 | 93 | 93 |
| 2d mort. .. | 93 | 93 | 93 | 93 | 93 | 93 |
| 3d mort. .. | 93 | 93 | 93 | 93 | 93 | 93 |
| Virginia 6s, Consol. 62 | 62 | 62 | 62 | 62 | 62 | 62 |
| Defer. Certif. 25 | 24 | 24 | 24 | 24 | 24 | 24 |
| City Passenger R. R. .. | 24 | 24 | 24 | 24 | 24 | 24 |

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

Th.12. F.13. Sat.14. M.16. Tu.17. W.18.

| Boston and Albany .. 151 | | | | | | |
|----------------------------|-----|-----|-----|-----|-----|-----|
| 151 | 150 | 150 | 149 | 149 | 149 | 149 |
| Boston and Lowell .. | 147 | 146 | 146 | 146 | 146 | 146 |
| Boston and Maine .. | 147 | 146 | 146 | 146 | 146 | 146 |
| Boston and Providence .. | 148 | 148 | 148 | 148 | 148 | 148 |
| Boston, Hartford & Erie .. | 25 | 23 | 23 | 24 | 24 | 24 |
| 7s, new .. | 25 | 23 | 23 | 24 | 24 | 24 |
| Cheshire, pref. .. | 79 | 79 | 79 | 79 | 79 | 79 |
| Concord .. | 79 | 79 | 79 | 79 | 79 | 79 |
| Connecticut River .. | 108 | 108 | 107 | 107 | 107 | 107 |
| Eastern .. | 108 | 108 | 107 | 107 | 107 | 107 |
| Fitchburg .. | 141 | 141 | 140 | 140 | 140 | 140 |
| Manchester & Law're .. | 115 | 116 | 116 | 116 | 116 | 116 |
| Michigan Central .. | 112 | 112 | 112 | 112 | 112 | 112 |
| Northern, N. H. .. | 87 | 87 | 88 | 87 | 87 | 87 |
| Ogdens. & Lake Champ .. | 104 | 103 | 102 | 102 | 102 | 102 |
| pref. .. | 104 | 103 | 102 | 102 | 102 | 102 |
| Old Colony & Newport. 104 | 104 | 103 | 102 | 102 | 102 | 102 |
| Ph. Wil. & Baltimore. 64 | 64 | 63 | 63 | 63 | 63 | 63 |
| Port'd, Saco & Ports .. | 23 | 22 | 23 | 23 | 23 | 23 |
| Union Pacific .. | 23 | 22 | 23 | 23 | 23 | 23 |
| 6s .. | 71 | 71 | 71 | 71 | 71 | 71 |
| Land Grant 7s 71 | 71 | 71 | 71 | 71 | 71 | 71 |
| Income 10s. 71 | 71 | 71 | 71 | 71 | 71 | 71 |
| Vermont & Canada .. | 101 | 101 | 101 | 101 | 101 | 101 |
| Vermont & Mass. .. | 71 | 71 | 71 | 71 | 71 | 71 |
| South Boston (Horse) .. | 71 | 71 | 71 | 71 | 71 | 71 |
| Cambridge .. | 77 | 77 | 77 | 77 | 77 | 77 |
| Metropolitan .. | 77 | 77 | 77 | 77 | 77 | 77 |
| Middlesex .. | 77 | 77 | 77 | 77 | 77 | 77 |
| Central Mining Co. .. | 77 | 77 | 77 | 77 | 77 | 77 |
| Copper Falls .. | 77 | 77 | 77 | 77 | 77 | 77 |
| Franklin .. | 77 | 77 | 77 | 77 | 77 | 77 |
| National .. | 77 | 77 | 77 | 77 | 77 | 77 |
| Pewabic .. | 77 | 77 | 77 | 77 | 77 | 77 |
| Quincy .. | 77 | 77 | 77 | 77 | 77 | 77 |

London Stock Exchange.

Closing Prices.
Sept. 29. Oct. 6.

| Atl. & Gt. West. N. Y. sec. 7 per ct | | | |
|---|-----|-----|-----|
| 1st mort., 1880 .. | 85 | 90 | 85 |
| Do. do., 2d mort., 1881 .. | 85 | 90 | 85 |
| Do. Penn., 1st mort., 1877 .. | 85 | 90 | 85 |
| Do. do., 2d mort., 1882 .. | 85 | 90 | 85 |
| Do. Consol. 7 per cent. mort. 1880 .. | 41 | 42 | 39 |
| Detroit and Milwaukee 1st mort. 7s .. | 71 | 73 | 71 |
| Do. 2d mort. 8 p. c. .. | 69 | 72 | 69 |
| Erie shares 100 dol. all paid .. | 24 | 24 | 24 |
| Do. streg. 6 p. c. convertible bonds .. | 67 | 69 | 67 |
| Illinois Central, 6 per cent., 1875 .. | 101 | 103 | 101 |
| Do. Redemption mort. bonds 6 p. c. 101 | 101 | 103 | 101 |
| Do. 100 dol. shares, all paid .. | 109 | 110 | 109 |
| Panama General mort. 7s, 1897 .. | 82 | 87 | 84 |
| Penn. R. R. bonds, 2d mort. 6 per ct. 100 | 94 | 96 | 95 |
| Do. General mort. 6 p. c. 1910 .. | 94 | 96 | 95 |
| Do. 450 shares .. | 50 | 52 | 50 |
| Philadelphia and Erie 1st mort. 1881 .. | 97 | 99 | 94 |
| Do. with option to be paid in Phila. 97 | 97 | 99 | 94 |

American Railroad Journal.

Saturday, October 21, 1871.

Stock Exchange and Money Market.

The reports of the great Chicago fire unfavorably influenced the course of Money, Stock and Produce values through the week. The heavy drain of currency diminished the city bank reserves, and brought their aggregate board of lawful money below the 25 per cent. of their liabilities, called for by the national banking act. The U. S. Sub-Treasury currency balance was also materially reduced. The offerings of Money in the open market have been on a less liberal scale, and loan and discount rates have been quoted very firm at extreme figures, to the prejudice of even the most responsible borrowers, whose wants have been less promptly provided for at even the ruling quotations, which on Tuesday of the current week were full 7 per cent. to the Government houses, 7 per cent. in currency and gold and a commission to the Stock Exchange firms, and 7@ 12½ per cent. per annum in the discount form, with very few mercantile negotiations reported at the legal rate, which was an inside price. On Wednesday the demand continued urgent, for both speculative and commercial purposes, the latter largely for remittance to Chicago, whence came reports on Tuesday of the pretty general resumption of business by the banks of that city. The

city banks, in their latest return, show a reduction of \$3,754,200 of legal tender notes, \$998,400 of specie, and \$7,401,000 of deposits; also a reduction of \$4,645,200 in their loan and discount averages, and an increase of \$73,900 in their item of circulation. The city bank exchanges, last week, averaged \$135,793,734; and thus far, this week, 132½ millions daily. The banks now hold \$1,359,425 less of specie and legal tender notes, than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is \$9,277,700, against \$11,610,708 same time last year. The city bank deposits are now \$215,182,100 against \$187,489,715 week ending Oct. 15, 1870. The legal tender reserve amounts to \$50,841,900 against \$50,526,279 same time last year. The circulation now stands at \$30,334,000, against \$32,967,705 same time last year. The loans are now \$293,511,000, against \$265,275,790 at this date last year.

The U. S. Sub Treasury reduced its currency balance \$2,203,840 and enlarged its coin reserve \$1,698,281, as the result of the week's business. The receipts of the office were \$3,997,031 in coin, and \$4,630,031 in currency; payments, \$2,298,750 in coin, and \$6,833,871 in currency. The office received \$2,938,717 in coin or its equivalent, from customs; and disbursed \$111,462 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$2,541,863 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$336,368,650; and as security for deposits of public money, United States bonds for \$15,619,500. The aggregate of the outstanding circulation of the National Banks of the country is \$323,509,652.

Government revenues were up to a fair average yield during the week. The excises yielded last week about 2¼ millions, and thus far since July 1, \$41,581,736. The customs at the port of New York, last week were \$2,809,063; and at the out-ports, equal to about \$900,000 more, all in coin, or coin certificates.

Gold has been less confidently dealt in, and the price has declined materially, influenced, in good part by the Money pressure. The speculative call has been less active. The customs drain, up to a fair average; the export movement light. The range of the price during the week, has been from 113@114½, and the closing quotation on Wednesday was 113½ against 114½ the preceding Wednesday. The specie outflow, last week, was \$515,308; on Tuesday of this week, \$53,000; and on Wednesday \$200,000. The Gold Exchange Bank clearances have been as follows: Oct. 12, \$55,007,000; Oct. 13, \$82,946,000; Oct. 14, \$70,919,000; Oct. 16, \$35,783,000; Oct. 17, \$52,967,000; Oct. 18, \$38,446,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 30, 1871, \$65,866,253, against \$67,374,186 same time in 1870.

The export drain of specie was \$515,308 last week, against \$654,323, same week preceding year. The shipments since January 1, 1871, have been \$58,871,182, against \$50,320,907, same time in 1870.

The customs demand for Gold last week, averaged \$489,786 a day; thus far, this week, it

has averaged \$665,000 a day, or equal to a weekly aggregate of \$3,990,000. The arrivals of specie from Europe, Havana and other foreign ports last week, were \$54,852, and since Jan. 1 1871, \$8,311,267 against \$8,489,011 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$128,690,993 against \$117,269,670 same time in 1870.

Foreign exchange has been decidedly lower, under a pressure to sell, but closes more firmly, with a moderate inquiry for prime bills. Bankers' sixty day bills on London closed on Wednesday at 108¼@108½; sight bills on London, 109¼@109½.

The produce exports from this port, week ending with Oct. 17, were to the currency value of \$5,831,474.

Government securities have been in very moderate request and weak as to price, yet not offered with remarkable freedom.

Under the Treasury Department programme for October, Government proposes to sell Gold, as follows: Thursday, Oct. 26—Two Million. And to buy in, Five-Twenties, as follows: Wednesday, Oct. 25—Two Million.

On Wednesday, Government bought in four millions of Five-Twenties at 110 08@110 47 nett. The amount of bonds offered was \$6,264,100.

U. S. sizes of 1881 closed here on Wednesday of the current week at 115½@116½; U. S. Five-Twenties of 1862, 114¼@114½; U. S. Five-Twenties of 1864 at 113@113½; U. S. Five-Twenties of 1865, 114¼@114½; U. S. Five-Twenties of 1865 consolidated, 112@112½; U. S. Five-Twenties of 1867, 112½@112¾; U. S. Five-Twenties of 1868, 112½@112¾; U. S. Ten-forties at 109½@109¾; U. S. Six per cent. currency bonds, 110½@111.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | Oct. 4. | Oct. 11. | Oct. 18. |
|------------------------|---------|----------|----------|
| Consols | 93½ | 92½ | 93½ |
| U. S. 5-20's of 1862.. | 93½ | 92½ | 90¼ |
| U. S. 5-20's, 1865.... | 93½ | 92½ | 91½ |
| " 1867 | 93½ | 92½ | 91½ |
| " 10-40s | 90½ | 89 | 88½ |
| Erie | 25½ | 22½ | 22¾ |

The new Funding Five per cent. Loan was quoted in London on Wednesday at 2¾ per cent. discount.

State bonds have been in quite moderate demand at depressed and unsettled prices.

Railway bonds have been comparatively firm, and in fair demand for investment purposes. Central Pacific Sixes closed at 100¾@101. The six per cent. First Mortgage Loan of the Chesapeake and Ohio Railroad is meeting with a ready sale at the present price of 93 per cent. and accrued interest.

The St. Joseph and Denver City eight per cent. gold bonds have been in fair request at the established price of 97½ and accrued interest.

Railway and miscellaneous share property has been moderately active at very variable prices, closing quite feverishly and irregularly.

General business has shown less activity. Values of Domestic Produce have been unsettled. Bread Stuffs closed weak; Provisions firm. Middling upland cotton closed on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 280,571 bales, against 312,587

bales same time in the preceding year; exports 65,650 bales, against 66,140 bales in the previous year; stock at the ports at latest dates, 146,427 bales, against 177,351 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand at from 7½@13 cts.; Veals at 3½@11 cts.; Sheep at 4½@6½ cts.; Lambs at 6@7½ cts.; Swine, 5¼@5½ cts per lb., all live weight. The week's receipt: were 9,783 Beeves, 1,354 Veal Calves, 36,877 Sheep and Lambs; and 31,846 Swine.

Foreign goods less active, as a rule; groceries have shown more firmness as to prices. The week's imports of foreign goods reached \$6,244,339, including \$2,338,509 of dry goods.

Ocean freights have been fairly active and rates have been quoted firmer.

New York.—Ohio 6s, 1881, 104½; Georgia 7s, gold, 98; South Carolina 6s, new, Jan. and July, 44¼; do. Apl. and Oct., 43; Louisiana, 6s, Levee bonds, 68; Alabama 5s, 68; North Carolina 6s, special tax, 16½; do., Fund Act, 1866, 30; New York State 7s, B. L., 110; Chicago and Northwestern Int. bonds, 95; Toledo, Wabash and Western consol. bonds, 79; Quincy and Toledo 1st mort., 90; Gt. Western 1st mort., 1888, 98; St. Louis and Iron Mt. 1st mort., 90; Joliet and Chicago 1st mort., 106; Hannibal and Naples 1st mort., 89; Long Dock bonds, 90; Toledo, Peoria and Warsaw 2d mort., 78; Albany and Susq. R. R., 91; Brooklyn 6s, W. L., 94; Western Union Tel., 56½; do., 7s, 98; Spring Mt. Coal, 60; Consol. Coal, of Md., 87¾; Adams Exp., 80½; U. S. Exp., 50½; Am. Mer. Union Exp., 53; Wells-Fargo Exp., 50.

Philadelphia.—Penn. and New York 7s, 93½; Schuylkill Nav. 7s, boat loan, 80; West Jersey R. R. 7s, 100; Lehigh Valley 7s, 100; do., 6s, 90½; Huntingdon and Broad Top Mt., consol., 47; Nesquehoning R.R., 55½. The latest quotations are: City 6s, 99@100; do. free of tax, 99½@99¾; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100¾; do. 1st series, 101¼@102; do. 2d series, 102¼@103; do. 3d series, 105¾@106½; Reading, 52¼@52¾; do. 7s, 1893, 103@—; do. mort. 6s, 1880, 92@92½; Camden and Amboy, 119@119½; do. mort. 6s, 1889, 95@96½; do. 1883, 90@92; do. 1889, 87½@—; Pennsylvania R. R., 57¼@57¾; do. 1st mort., 98@99¼; do. 2d mort., 98@100; do. General mort. coupon, 92@92½; do. reg., 92@93; Little Schuylkill R. R., 43@44½; Morris Canal, 48@51; do. pref., 120@—; do. 6s, 87@—; Susquehanna Canal, 9@10; do. 6s, 60@—; Schuylkill Nav., 8@9; do. pref., 15@16½; do. 6s, 1882, 75@78; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 92@—; do. 5s, 61@—; Lehigh Coal and Navigation, 33@33; do. 6s, 1884, 83½@84½; do. R. R. Loan, 92¼@92¾; do. Gold Loan, 88½@88¾; North Pennsylvania, 46@48; do. 6s, 99@100; do. 7s, 98@99; do. Chatte 10s, 110@111; Philadelphia and Erie, 23½@24; do. 6s, 87@—; Minehill, 51¼@51½; Catawissa, 18@18; do. pref., 43@43½; Lehigh Valley, 58@58½; do. 6s, new coupon, 98@98; do. reg., 97½@98; do. 7s, 99¾@100; Fifth and Sixth streets, (horse,) 45@46; Second and Third, 67@70; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 50@53; Hestonville, 20@21; Union, 70@70½; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 85; do. 2d mort., 87; Old Colony and Newport 6s, 1876, 94¾; Central Pacific 7s, 1883, 101½; Michigan Central 8s, 1890, 107½; Vt. Central and Vt. and Canada 8s, 1877, 100½; Cedar Rapids and Missouri 7s, 1916, 90; Stanstead, Shefford and Chambly 7s, 83¾; Leavenworth, Lawrence and Galveston 10s, 92; Burlington and Missouri River R. R. 7s, 1875, 101; Quincy and Palmyra R. R. 8s, 1892, 95; Ogdensburg and Lake Champlain 8s, 1879, 102; Connecticut and Pass. Rivers R. R., 91; Indianapolis, Cincinnati and Lafayette R. R., 7½; Rutland, 24½; do. pref., 77; Worcester and Nashua R. R., 135; Cincinnati, Sandusky and Cleveland R. R., 19½; Norwich and Worcester, 115; Boston, Clinton and Fitchburg R. R., 65; Cape Cod R. R., 72; Boston Water Power, 41; Cary Imp., 12½; Maine 6s, 1889, 101; New Hampshire 6s, 1873, 99; Connecticut 6s, 1883, 100½; Rhode Island 6s, 1882, 100; Chicago 7s, 90; Bath 6s, 1891, 90; Portland 6s, 1877, 97½; Hartford 6s, 1876, 99; Cincinnati 7 3-10s, 1897, 101; Boston 5s, 1884, gold, 99; St. Louis 6s, 1873, 96½; Brooklyn 7s, 1906, 98; Allouez Mining Co., 2; Astor, 25c; Calumet and Hecla, 105; Humboldt, 60c; Hancock, 2½.

Baltimore.—Northern Central 6s, 1900, gold, 92; Orange, Alex. and Manassas bonds, 79; Orange and Alexandria 4th mort., 8s, 81½; Western Maryland 3d mort. guar., 91; Virginia and Tennessee 8s, 88½; Richmond and Danville bonds, 80¾; Central Ohio 1st mort., 84¾; Virginia 6s, 1866, reg., 62½; do., 1867, 57¼; do., old, 47½; Richmond City 6s, 79½; Memphis City 6s, 55. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92¾@93; Baltimore and Ohio, 141½@142½; do., 6s, 1875, 94@97; do., 1880, 95@95½; do., 1885, 90@93½; Northern Central, 39½@40¾; do. 6s, 1885, 92@92½; do., 1900, 88@88½; do., 6s, 1900, gold, 91¾@92¼; N. W. Va. 1st mort., 97@—; do., 2d mort., —@97; do., 3d mort., 1835, 89@—; Marietta and Cincinnati 7s, 1892, 96@97; do., 2d mort., 85½@85¾; do., 3d mort., 77@80; Central Ohio, 28@29½; do., 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 91@—; do., 3d mort. guar., 90@91¾; do., 2d mort. pref., 92@—; do., 6s, guar. by Washington Co., 84¾@85; Richmond and Danville bonds, 80@81; Orange and Alexandria 1st mort. 6s, 90½@92; do., 2d mort. 6s, 79@81; do., 3d mort. 8s, 89@90; do., 4th mort. 8s, 81½@82; Orange, Alex. and Manassas 7s, 76@79; Virginia and Tennessee 8s, 88@89; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 75@—; Baltimore 6s, 1875, 95½@96½; do., 1884, 97@99; do. 1886, 97@99; do., 1890, 96@96½; do., 1893, 97@—; do., 1900, 95¼@96; do., 5s, 1888-79, 80@82; Memphis City 6s, 54¾@55¼; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 104@105; City Passenger R.R. 22½@—; George's Creek Coal, 76@83.

The Catocin (Md.) *Clarion* says of the Western Maryland Railroad, that Mr. Placide, bridge builder, and his army of track layers, some fifty or sixty persons, are now at work on the summit of the mountain, and descending to the Washington county side, putting down from one-fourth to one-third of a mile per day. In a few weeks the road ready for the cars will be built to Smithsburg.

Short Line to Europe.

The completion of the new rail connection with Halifax, Nova Scotia, which has just been accomplished, will shorten the present quickest time to England by several hours. We see it stated that it is intended to still further diminish the length of the sea voyage by building a road from Truro to White Haven Bay at the extreme eastern end of Nova Scotia, which is about 125 miles nearer Liverpool than Halifax. White Haven is a good harbor, with sufficient depth of water to accommodate large ocean steamers. A line of steamers from Liverpool to that place, connecting there with a railroad direct to New York, would be the shortest and quickest possible route between England and the United States.

Martinsburg and Potomac Railroad.

We have just seen the report of Mr. Edward Watts, Chief Engineer of the above railroad company, addressed to the Directors. It bears date September 23, 1871, and very forcibly demonstrates the importance of this particular road as a connecting link between Virginia and the Pennsylvania system of railroads. Major Watts looks to the intersecting of that line of Virginia improvements which extends from the James river to the Kanawha river, as well as the railroad from Charleston to Cincinnati. Major Watts estimates that the probable cost of grading and laying the track from Powell's Bend, on the Potomac, to Martinsburg, a distance of 10.72 miles, will be \$284,865 05; and from Martinsburg to the Frederick county (Va.) line, in the direction of Winchester, 13.78 miles, \$350,889 10.—*Hagerstown Mail.*

THE WEST WISCONSIN RAILWAY is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by WHITE, MORRIS & Co., 18 Wall-st., and GWYNNE, JOHNSON & DAY, 16 Wall-st., where pamphlets and further information may be obtained.

The litigation heretofore pending between Mr. Lord and the Indianapolis, Cincinnati and Lafayette Railroad Company has been amicably settled, and the contending creditors have agreed to come into the arrangement of reorganization. All of the rest of the unsecured debt had previously signed the agreement. Within a few months the concern will be completely out of trouble, and under its reorganization the managers are confident of a rapid and substantial development. By arrangements with the Ohio and Mississippi and other roads, the company will receive \$100,000 annually from its real estate.

The Bucksport and Bangor Railroad Company have made choice of their Directors, who have elected Sewell B. Swazey of Bucksport President of the road. The Directors have been empowered to issue first mortgage bonds, not to exceed \$20,000 per mile, at 6 per cent. interest, payable in gold. Col. Gowen of Boston, has subscribed for \$10,000 worth of stock.

Railways in India.

The annual report of Mr. Juland Denvers, the Government Director of Indian Railway Companies, furnishes the following information:

The extent of railway communication now open in India is 5,050 miles, of which 556 miles were completed last year, and 211 since the beginning of the present year. The three Presidency towns, and the capitals of the Northwest Provinces and of the Punjab are now united, and the system of trunk lines laid out by the late Lord Dalhousie may be regarded as completed. Commencing at Negapattam, the most southern terminus of the present Madras system, and proceeding by Bombay, Jubbulpore, Allahabad, and Lahore, to Moul-tan, on the Indus, a continuous length of about 2,800 miles of railway has been formed. All this has been effected at a cost of about £70,000,000, and profits at the rate of 3½ per cent. upon this sum were earned last year. A further sum of about £18,000,000 has been expended upon the other lines open for traffic, and upon those which are in progress, making a total outlay of £88,000,000 upon railways up to 31st of March last.

Chancellor Zabriskie, at Trenton, has pronounced a decision sustaining the validity of the lease of the property and franchises of the United Companies of New Jersey to the Pennsylvania Railroad Company, and refusing the injunction against it. He holds, among other things, that all the property of the roads and their appendages may be leased and operated without the unanimous consent of the stockholders; and that the directors have been clothed with such powers by the statute of the State. An appeal was taken to the Court of Errors, but the Chancellor refused to continue the temporary injunction pending the decision of that court.

There is one link in the European and North American Railway yet unfinished, that running west from Truro, about 75 miles in length. The work upon it is rapidly advancing, so that by next July it is probable that passenger trains will run through from Boston to Halifax without change.

The Kent News understands that the directors of the Kent County Railroad Company have entered into a contract with Philadelphia people for the completion of the road to Chester-town by the 15th of November next.

The Ware River Railroad will be graded from Gilbertville to Winchendon in six weeks. The first shipment of one thousand tons rails is at hand, and the track will be laid from Baldwinville to Winchendon before December first.

The officers of the Albany, Sand Lake and Stephentown Railroad Company, recently elected, are: Albert R. Fox, President; Geo. Ellis, Vice-President; Horatio F. Averill, Secretary; and George Maguire, Treasurer.

The first rail of a new street railway to connect Pottsville, St. Clair, Minersville, Port Carbon and Palo Alto, was laid at Pottsville on the 16th inst.

The Wilmington, Columbia and Augusta Railroad has been completed from Sumter to Columbia, S. C., thus giving a through and direct communication by rail between Wilmington, N. C., and Augusta, Ga.

The first sod of the Prince Edward Railway was turned at Charlottetown on the 5th inst.

CHESAPEAKE AND OHIO—FIVE-TWENTIES—CENTRAL PACIFICS.**BANKING OFFICE OF FISK & HATCH,**

No. 5 NASSAU ST., NEW YORK, Oct. 16, 1871.

Of the FIFTEEN MILLION CHESAPEAKE and OHIO SIX PER CENT. LOAN, less than one third remain unsold, and this remainder is rapidly being taken up. These bonds have thirty years to run, are especially desirable for investment, can now be bought at 93 and accrued interest, that is, with coupon attached, payable November 1. \$1,000 Chesapeake and Ohio Bond costs to-day \$957 62. \$500 Chesapeake and Ohio Bond costs to-day \$478 81. \$100 Chesapeake and Ohio Bond costs to-day \$95 76.

We have but a limited supply left of the smaller denominations. Bonds are in coupon or registered form, same as FIVE TWENTIES.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe; both roads being prominent lines, and under substantially the same fiscal management. Principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL or WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price. Orders for Chesapeake and Ohio Bonds, accompanied with Drafts or Checks, may be forwarded to us by mail, and the bonds will be sent by express, charges paid.

FISK & HATCH.

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per Cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

HARVEY FISK.

A. S. HATCH.

The Springfield (Mo.) and Little Rock (Ark.) railroad company was chartered May 16th 1871, with W. P. Egan president, A. B. Gaylor, treasurer, and B. C. Coblenz, secretary, with a capital stock of \$3,000,000. The charter requires that the road shall begin at the state line, in the northern part of Boone county, at or near where White river crosses the state line, and run in a southeast course through Boone, Marion, Searcy, Van Buren, Conway and Pulaski counties, terminating at Little Rock.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

| | 1870. | 1871. |
|-----------------------------------|--------------------|--------------------|
| Manufactures of wool.... | \$3,250,579 | \$3,427,466 |
| " cotton... | 1,282,248 | 1,432,826 |
| " silk..... | 2,595,264 | 2,721,685 |
| " flax..... | 986,844 | 1,082,125 |
| Miscellaneous dry goods.. | 866,442 | 923,189 |
| Total entered for consump. | \$8,981,377 | \$9,587,291 |

WITHDRAWN FROM WAREHOUSE.

| | 1870. | 1871. |
|---------------------------|-------------|-------------|
| Manufactures of wool.... | \$1,709,787 | \$1,527,742 |
| " cotton... | 857,772 | 412,839 |
| " silk..... | 646,670 | 1,036,503 |
| " flax..... | 485,666 | 362,972 |
| Miscellaneous dry goods.. | 67,480 | 104,818 |

| | | |
|--|--------------------|--------------------|
| Total withdrawn from warehouse..... | \$3,267,375 | \$3,444,374 |
| Add entered for consump. | 8,981,377 | 9,587,291 |

Tot. thrown on the market. \$12,248,752 \$13,031,665

ENTERED FOR WAREHOUSING.

| | 1870. | 1871. |
|---------------------------|-----------|-------------|
| Manufactures of wool.... | \$857,554 | \$1,181,253 |
| " cotton... | 225,989 | 298,300 |
| " silk..... | 576,311 | 649,252 |
| " flax..... | 342,491 | 369,095 |
| Miscellaneous dry goods.. | 92,417 | 109,805 |

| | | |
|-----------------------------------|--------------------|--------------------|
| Total entered for wareh'g. | \$2,095,220 | \$2,607,705 |
| Add entered for consump. | 8,981,377 | 9,587,291 |

Total entered at the port. \$11,076,597 \$12,194,996

The imports of foreign dry goods at New York for nine months from January 1, were:

ENTERED FOR CONSUMPTION.

| | 1870. | 1871. |
|--------------------------|--------------|--------------|
| Manufactures of wool.... | \$16,053,940 | \$23,516,281 |
| " cotton... | 12,234,488 | 16,764,798 |
| " silk..... | 17,592,431 | 22,884,153 |
| " flax..... | 7,915,384 | 9,724,032 |
| Miscellaneous dry goods | 7,179,403 | 8,306,982 |

Total entered for cons'p. \$60,975,646 \$82,196,841

WITHDRAWN FROM WAREHOUSE.

| | 1870. | 1871. |
|--------------------------|-------------|--------------|
| Manufactures of wool... | \$9,669,331 | \$10,284,903 |
| " cotton... | 4,474,514 | 4,410,955 |
| " silk..... | 4,329,876 | 6,116,737 |
| " flax..... | 4,634,875 | 4,234,589 |
| Miscellaneous dry goods. | 1,090,645 | 1,187,394 |

| | | |
|--|---------------------|---------------------|
| Total withdrawn from warehouse..... | \$24,199,241 | \$26,234,578 |
| Add entered for consump. | 60,975,646 | 82,196,841 |

Total thrown on the market..... \$85,174,887 \$108,431,419

ENTERED FOR WAREHOUSING.

| | 1870. | 1871. |
|--------------------------|-------------|--------------|
| Manufactures of wool.... | \$8,905,390 | \$11,038,437 |
| " cotton... | 4,160,097 | 4,895,378 |
| " silk..... | 4,408,408 | 6,760,233 |
| " flax..... | 3,691,752 | 3,553,514 |
| Miscellaneous dry goods. | 1,100,199 | 1,487,301 |

| | | |
|---------------------------------|---------------------|---------------------|
| Total entered warehouse. | \$22,265,846 | \$27,674,863 |
| Add entered for consump. | 60,975,646 | 82,196,841 |

Total entered at the port. \$83,241,492 \$109,871,704

The Williamsport (Md.) Pilot asserts that "Mr. Boker president of the Western Maryland Railroad, says that the appropriation will be exhausted in constructing the Owing's Mill end, and consequently there will be no funds with which to construct the Williamsport end." It was at Williamsport that the railroad was to connect with the Chesapeake and Ohio canal coal trade.

Journal of Railroad Law.

RAILROAD COMPANIES—PERSONS STANDING UPON PLATFORM—WHAT IS NEGLIGENCE OF PERSON AND WHAT OF COMPANY.

The facts in the recent case of Quinn vs. The Illinois Central Railroad Company (51 Ill., 495), are fully and clearly stated in the following opinion by

LAWRENCE, J.—This suit was brought by the administratrix of Bernard Quinn, deceased, to recover damages for his death. On the trial, the court, after the plaintiff closed his evidence, on motion of the defendant, withdrew it from the consideration of the jury, who thereupon returned a verdict for the defendant.

It appears that the deceased was one of a large funeral party, had taken passage on the cars of the appellee at Cairo for a point a few miles distant from that city. The cars were quite full, but the conductor thinks there were unoccupied seats in one of them, and there was standing room in all. The deceased with several other persons, was standing on the platform when the conductor passed along collecting fares. In making change for a bank note which the deceased paid for his fare, the wind carried away the paper as it was passing from the hand of the conductor to that of the deceased. The latter attempted to regain it, and as he was then standing on the edge of the platform, or on the step, he lost his foothold and fell to the ground. As he fell he struck against the embankment, was thrown back under the cars and killed.

This brief statement of the facts, about which there is no controversy, shows there is no ground whatever for maintaining this action. It was the negligence of the deceased, not that of the railway company, which caused his death. He was chargeable with extreme carelessness, and we can not see on what grounds any material negligence can be attributed to the company. He had voluntarily taken a dangerous position which resulted in his death, and there is no reason why the company should be made to pay damages therefor. Admitting, however, as claimed by appellant's counsel, that the conductor should have advised the deceased to enter the car, at least while paying his fare, his failure to do so was as nothing when compared with the gross negligence of the deceased. The death of the unfortunate man can be attributed only to his own carelessness.

It is urged, however, that this question should have been left to the jury. The practice adopted by the court can not be safely followed in many cases. Whenever there is evidence tending to prove the issue, the plaintiff has a right to take the verdict of a jury. But if this had gone to the jury and they had found for the plaintiff, the court should have set aside the verdict, or if it had refused to do so, it would have been set aside by this court. As no injustice has been done the plaintiff we can not reverse the judgment.

Judgment affirmed.

At the September term 1870, a petition for a rehearing of this cause was presented on behalf of the appellant, whereupon the court delivered the following additional opinion by

LAWRENCE, CH. J.—A petition for rehearing having been presented in this case we have again considered it, but see no reason to change the conclusion heretofore announced. Counsel cite

in their petition *Colegrove vs. N. Y. and N. H. R. Co.*, 20 N. Y., 492, and *Willis vs. Long Island R. R. Co.*, 32 Barb. 399, and same case 34 N. Y., 681. These cases do not sustain the claim to recover made upon this record. In both of these cases the defendant was guilty of great negligence, independently of all question as to insufficient room within the cars, and the substance of the decision is, that a railway company may be guilty of such negligence as to be liable for an injury to a passenger, notwithstanding he is standing upon the platform, and would have been safe if within the car. To this proposition we should probably not disagree. But in this case the only negligence which can be attributed to the company is the failure to supply sufficient sitting accommodation to a funeral party going a distance of twelve miles, and consisting of seventy or eighty persons, the evidence leaving it extremely doubtful whether any notice at all had been given to the company that such a party would leave upon the train, and there being absolutely no evidence that the company had been notified what would be the size of the party or what accommodations they would require. A railway company which fails to furnish comfortable sitting accommodation for its ordinary number of passengers, or even for an extraordinary number upon due notice, is certainly negligent and should be held to strict accountability, but it would be unreasonable to apply the same strictness when a train is unexpectedly crowded by a funeral party going only a few miles.

In this case, however, we deny the application for a rehearing because, admitting all the evidence proves or tends to prove, admitting that the company had been notified that there would be a funeral party upon the train, and admitting even that all the seats were occupied, it is still proven by all the witness that there was abundant standing room in the cars, and this is conceded by appellant's counsel. It is further conceded in the petition for rehearing that the deceased was standing on the steps of the platform holding on to the railing. It is also proved that deceased had been in the employment of the railway company, and was of course familiar with the perils of railway travel. When a passenger voluntarily places himself in this most exposed position, with abundant standing room within the cars, and falls to the ground not in consequence of a collision, or a broken rail, or other fault of the company, but in the endeavor to secure money that the wind had blown away, we can see no ground for holding, that his own negligence is not far greater than any that can be attributed to the company. In the case above cited, of *Willis vs. L. I. R. R. Co.*, in 32 Barb. upon which counsel rely in the petition for a rehearing, the court distinctly places its decision upon the ground that the injury to the plaintiff arose from a cause which the plaintiff was not bound to guard against, namely, the throwing of the train from the track by obstruction on the road which the company should have removed, and say: "If a man places himself in such a position that in the ordinary movement and conduct of the train he is exposed to danger, he may justly be said to be negligent of his security, and must take the consequence if he is injured." The court further say: "If the plaintiff in this case had been thrown off the platform by

a jerk or movement of the train, he would have encountered a danger incident to his position, and although the jerk might have been occasioned by high and unusual speed, or other mismanagement, still, at the most, the fault would have been mutual." It is apparent from these quotations that upon the principles laid down by that court, no recovery could be had in the present case.

We are by no means disposed to relax in the least degree, the just obligations or liabilities of railway companies, but in this case the death of the deceased was so clearly attributable to his own rashness that we cannot hold the company liable in damages.

Rehearing denied.

Cheap Railroads for Cheap Freight Transportation.

The sudden and remarkable popularity of the narrow gauge system in this and other countries, and the rapidity with which the theories of its advocates have been seized, generalized and reduced to a practical demonstration in the Denver and Rio Grande and other narrow gauge roads not yet completed, is due to the fact that a reduction of gauge seems to furnish a practical solution of the question of cheap transportation by rail. Whether it does or not will, we think, be found to depend upon the standard by which the success of the new system is measured. Compared with the average of American railroads of the standard or broad gauge, a cheaply built and economically managed narrow gauge road might be found to have effected an important economy, but the comparison would scarcely be a fair one, since the average American railroad is neither cheaply built nor economically operated. Most of our railroads "cost" a great deal more than is represented in the actual value of the materials and labor employed in construction; and, from the hollowness of their financial basis, most companies owning and operating railroads in this country are compelled to declare dividends upon from 40 to 50 per cent more capital than they have anything to show for. Thus built and equipped, few of them are managed on good business principles or with a view to rendering the community the greatest amount of service at the least possible cost. The competition between the companies consisting chiefly in a rivalry in the matter of fast trains, and a saving of time is usually gained at the expense of the rapid destruction of road-bed and rolling stock, and enormous consumption of fuel. These conditions are not favorable to economy, and to realize a sufficient profit upon business done under such a ruinous system the public must be taxed, through high freights and fares, not only to pay interest upon fictitious capital, but to repair the constant and costly injury to permanent way and equipment. Suppose, however, that a road of the standard gauge, well built and equipped, were to be devoted by its managers to the transportation of freight at rates one-half lower than those now charged by competing lines, and, instead of running five trains per day at ruinous and dangerous speed, ten or twenty trains should be run at a speed of, say, eight or ten miles per hour, it requires, we think, but little argument to show that such a road could increase its capacity for business fourfold without so much as doubling its operating expenses, allowing for the diminished wear and tear and the greater economy of fuel in proportion to mileage. Relieve such a road of the burden of a debt for which it has nothing to show but fictitious shares of capital stock, run as many trains at moderate and even speed as business may require, and the mere question of cheap transportation by rail would, we think, be solved much more quickly and satisfactorily than by a mere reduction in the width of the gauge.

It may be argued that, with their present equipment our broad and standard gauge railroads are not fully adapted to cheap transportation, however managed. We grant the force of this objection, and would urge upon the projectors of new

railroads, as well as the managers of old ones, the importance of reducing the percentage of non-paying weight now hauled by building lighter rolling stock, rather than by reducing the gauge of the tracks, and maintaining the same relative proportion between the non-paying and paying weight to be drawn over them. Our cars, especially our "improved" passenger coaches, are both too heavy and too costly, and in this there must be a radical reform. In this matter we may follow with safety the lead of the British railroad engineers, who have generally rejected the narrow gauge system as impracticable, but who look with unqualified favor upon the numerous roads with light permanent way, light engines, light cars and cheap depot accommodation; now building in different parts of the United Kingdom. These roads are precisely what are needed in this country as auxiliaries and feeders to the trunk lines. They are built with the American standard gauge of 4 feet 8½ inches, with all parts sufficiently strong to carry a maximum weight of five tons to each pair of wheels. Expensive tunnels, high embankments, deep cuts, costly viaducts and expensive stations are avoided. Such a road, it is claimed, can be built at an expense of \$15,000 to \$17,000 per mile, exclusive of the cost of the land, and on this limited capital a comparatively small traffic transported at rates considerably below the present average per mile, would pay a fair annual dividend. A line of this description, lately built under the patronage of the Duke of Buckingham, cost but \$7,000 per mile. Its highest embankment is twelve feet, and its deepest cut ten feet. The rails, weighing 30 lbs to the yard, are secured in longitudinal timbers, six inches by six inches in the cross section. The timbers are united by transoms at every twelve feet, held in their places by wrought iron rods. Everything is at once light and strong, and as an important reduction in non-paying weight is effected without a proportionate reduction in the capacity of the cars, the advantages possessed by such roads over those built on the narrow gauge plan are apparent at a glance. One of the most important of these advantages is that the cars of such a road could run upon any standard gauge track, and its capacity for traffic could be at any time increased without involving the necessity of reconstruction throughout, as is the case with narrow gauge roads operating as feeders or branches of trunk lines. The system is well worthy of thorough trial in this country, and we would urge that that trial be made before we have gone too deeply into the building of narrow gauge roads, which, at least, may only partially realize the expectations of those who are now so eager in projecting and so enthusiastic in building them.—*Daily Bulletin.*

Canadian Pacific Railroad.

The report of the surveyor employed to run the line of the proposed Canadian Pacific Railroad has been published. The distances are as follows:

| | Miles. |
|---|--------|
| Montreal to Ottawa | 115 |
| Ottawa to Mattawan | 195 |
| Mattawan to Fort Garry | 985 |
| Fort Garry to Yellow Head Pass | 985 |
| Thence to the limits of British Columbia. 52 | |
| Route by the Upper Fraser (British Columbia) by "short cut" | 445 |
| | —2,467 |

Total length from Montreal to the Pacific. . . 2,777

The Directors of the St. Croix and Penobscot Railroad propose to construct their road from Princeton to Grand Lake Stream, at which point the Shaw Brothers talk of building the largest tannery in the world. A survey of this proposed extension is to be made at once. When built, a gap of twenty-four miles remains to be filled up between Grand Lake Stream and Passadumkeag, which, when done, the city of Calais will then be brought to within five hours' ride of Bangor.

Gt. Western Railway of Canada.

The dividend announced during the week, for the past half-year, realizes our expectations, and must, we think, be a pleasing surprise to the Proprietors, especially to those who have been led by articles in some other papers to take a downcast view of this very excellent railway property.

The dividend is 5½ per cent, per annum, free of income tax, and compares thus—

| Half-year ending— | P.c. per annum. |
|-------------------|-----------------|
| July, 1871 | 5½ |
| " 1870 | 4 |
| " 1869 | 3 |
| " 1868 | 2 |

The July half-year is the inferior part of the year, and having regard to this circumstance, and the great increase in the traffic now going on, we shall not be surprised if the current half-year (ending next January) yields from 7 to 8 per cent per annum. The dividend for the 2nd half of 1870 (ending January, 1871) was 6 per cent, per annum. If the current, January, 1872, dividend increase by only as much as the July dividend just announced has increased, namely by 1½ per cent, per annum, it will be 7½, and make the dividend for the whole of 1871, 6½ per cent.—a pretty fair rate for "poor frozen up Canada" to turn out, and a rate that is fairer still when we consider that this Company pay (as all Companies should) their dividends free of income-tax.—*Herapath, Sept. 30.*

The Philadelphia Ledger says that a very heavy tonnage of soft coal for gas purposes is now being carried over the Bald Eagle Valley railroad, which extends from near Tyrone, on the Pennsylvania railroad, to Lock Haven, on the Philadelphia and Erie road, a distance of some fifty-one miles, and it adds "new railway connections southward from the Huntingdon and Broad Top Mountain railroad promise an early outlet for Cumberland coal across our State to our own and a further eastern market, to the greatly increased profits of existing roads in the connection."

The track of the Baltimore and Potomac railroad is now laid about twelve miles south of the Annapolis and Elk Ridge railroad, to Muddy Hole Branch, Prince George's county, a point about two miles from Buena Vista, and about ten and a half miles from Washington. At Huntington the main stem branches off toward the Potomac, and the track is laid three miles south of the prospective town. On the north of the Annapolis Road the track is laid to the Patapsco, a distance of nine miles. In all there are about twenty-five miles of the road laid.

The Boston Journal says the losses sustained at the fire in Chicago by the Michigan Central Railroad were very light. The road was not an owner of the passenger depot, and its total loss was a small freight house which was destroyed together with its contents, which however were fully covered by insurance in solvent companies.

The revenue of the Baltimore and Ohio road and its branches for the month of September was \$1,219,769 21, showing an increase compared with the same month for the preceding year, of \$177,905 16. It is understood that the tonnage moved exceeds that of any month in the previous history of the company.

It is stated that Gen. Mahone has been successful in effecting a loan for the Atlantic, Mississippi and Ohio Railroad Company to the amount of \$15,000,000, and the deed of mortgage involved has been duly recorded in Norfolk county, Va., the State tax upon which was \$15,000.

Augusta and Hartwell Railroad.

A correspondent of the *Elberton (Ga.) Gazette* has been investigating the delay in commencing the construction of the Augusta and Hartwell railroad. He says:

When Mr. Seymour, the new Chief Engineer, of the road, took charge, his judgment suggested a different and what is claimed a more practicable route for the first ten or fifteen miles of the road next to Augusta, than upon either of the lines indicated by previous surveys. This new line required examination, and many other preliminary matters demanded adjustment before the work could proceed without interruption. The essential details of arrangement are now said to be nearly accomplished, and the contractor, Mr. E. Hanford, of New York is expected to arrive within a week, prepared to place 500 hands on the road about the 19th of October. The first ten miles will, it is confidently expected, be completed by the first of January. A piece of good news in connection with the future prospects of this road is the information, from a reliable source, that George D. Chapman, he who exhibited such peculiar "developing" talent in the construction of railroads (upon paper,) has, of his own volition, retired from the Board of Directors, and is henceforth to have no voice in the management of the enterprise. With this obstruction out of the way, it is to be hoped that the friends of the road in Augusta and along the projected route will give it the benefit of all the moral and material encouragement which the universally acknowledged importance of the road demands.

The *Alexandria Gazette*, of 9th inst., says that the work on the branch of the Richmond, Fredericksburg and Potomac railroad has been completed to Chappawamsic creek, to which point material trains are now running. As soon as the bridge over this creek is completed there will then remain about two miles of track to lay, which can be done in about two weeks, by which time the road will be finished to its terminus at Quantico, where the trains will connect with the Potomac steamers, instead of at Aquia Creek, as at present, thus shortening the distance and lessening the time between that place and Richmond.

The *Hagerstown Herald* says that the commissioners appointed by the Legislature of Maryland to take subscriptions preparatory to organizing the Antietam Railroad Company in Washington county, give notice that books of subscription will be opened. The capital stock is fixed at \$200,000, and in shares of \$20 each. The road is to run from the Antietam iron works, or the Potomac, at Shepherdstown, through Washington county, to connect with the Miramar railroad, which runs from the Susquehanna, opposite Harrisburg, to the State line in Franklin county, south of Waynesboro'.

The *Winston (N. C.) Sentinel*, of the 5th instant, says that President Belo, of the Northwestern North Carolina railroad, has made a contract with the Richmond and Danville Railroad Company by which the latter is to complete said road from Greensboro' to Winston by the 1st of July next.

The proposed Albany, Sandlake and Stephentown Railroad will shorten the distance between Albany and Boston twenty-six miles. Its early completion is probable.

The ships *Charlotte* and *Uncle Joe* arrived at Norfolk on the 8th instant with full cargoes of railroad iron for the Atlantic, Ohio and Mississippi (General Mahone's) railroad.

Southwestern Pennsylvania Railroad.

The route of the proposed railroad from Greensburg to Connelville, has been finally determined, and twenty-five sections have already been put under contract. The Directors selected what is known as the Jack's Run route, and the work will be pushed forward as rapidly as possible. The following contracts have been awarded: Sections one to seven inclusive, P. & F. Collins; sections eight and nine Col. Painter; sections ten, eleven, and twelve, Thomas Schnatterly; sections thirteen, fourteen, and fifteen, J. C. McCausland & Co.; sections sixteen, seventeen, and eighteen P. & F. Collins; sections nineteen and twenty, D. Williams; sections twenty-one and twenty-two, Mr. Roller; sections twenty-three and twenty-four, to John Snider.

Trenton and Fulton Railroad.

From the *Clairborne (La.) Advocate* we take the following estimate of the cost per mile of the Trenton and Fulton railroad. We see from this that it will be a cheap road:

HOMER (LA.) August 25 1871.

I herewith give an expression of my views regarding the cost per mile to build a three-foot gauge railroad from Monroe, Louisiana, to Fulton, Arkansas:

| | |
|---|----------|
| Excavations..... | \$425 00 |
| 1,760 Cross Ties..... | 440 00 |
| 10,570 feet, lineal measure, of stringer 9x6..... | 360 00 |
| 62 tons of tire iron, to be fastened at the ends with screw spikes..... | 3,100 00 |
| Spikes..... | 170 00 |
| Bridging and trestles..... | 1,200 00 |

Per mile.....\$5,695 00

Respectfully, RICHARD SERPELL.

The proposition for a preliminary survey was promptly accepted by a number of citizens of Homer, and Col. Serpell has already embarked in the work.—*Magnolia Flower*.

The St. Gothard railway, with a tunnel about the length of that of the Mont Cenis, may soon be commenced. The capital necessary for the tunnel is about 60,000,000f, and for the lines to join the Italian and the Swiss systems about 125,000,000f. Subsidies to the extent of 85,000,000f. have been voted by Germany Italy, and Switzerland, and the remaining 100 millions are to be taken by a syndicate, 65,000,000f. in bonds, bearing 5 per cent. interest, and 35,000,000f. in shares. It is estimated that at least seven to eight years will be required for completion of the work.

L. B. Boomer, of Chicago, has the contract for building a bridge across the Missouri River at Atchison, Kansas, his bid being \$850,000 for the bridge complete, including the approaches. The bridge is to be finished within twelve months.

The Granite Branch railroad, a spear of the Old Colony and Newport railroad, has been completed and formally opened to passenger traffic between the villages of West Quincy, East Milton, and Boston.

The officers of the Credit Valley Railway company are; George Laidlaw, President, and C. J. Campbell, Vice-President, W. H. Beatty Solicitor and J. G. Conlin Secretary.

The track of the Wellington, Grey and Bruce Railway is laid to Harriston, on the border of the county of Bruce.

The laying of the track on the Maine Central extension was completed to the Grand Trunk Railway track on the 6th inst.

The shipments of iron ore from Marquette for the season up to October 3d amounted to 273,825 tons; and from Escanaba to 338,307 tons—a total of 612,132 tons. Of pig iron from Marquette, 19,702 tons; and from Escanaba 6,976 tons—a total of 26,678 tons. Total of ore and pig iron, 638,870 tons—a difference in favor of Escanaba of 51,816 gross tons.

The *Milwaukee Wisconsin* says that a sufficient amount of iron has been purchased for the Green Bay and Lake Pepin Railroad to lay forty miles of track. The first cargo is expected to reach Chicago by the 20th inst. The completion of this important thoroughfare is thus assured.

The *Bayfield Press* says "a company of capitalists of New York city, with E. G. Roberts as President, has bought the old road bed on the line of the Hudson and Superior road, and will lay twenty miles of iron from Hudson to New Richmond this season."

The amount of the Virginia State debt funded under the act of last session, on the 11th instant reached \$20,400,000. The whole debt is \$40,000,000, one-third of which is chargeable to West Virginia.

It is stated that the Tyngsborough and Brookline (Mass.) Railroad has been located as far as North Pepperell, within four miles of its New Hampshire terminus. The surveyor's work will soon be completed and proposals advertised for.

The Chicago and Northwestern Railway company officially announces that its entire loss will not exceed \$500,000, and that all the shops, engines and passenger cars at the depot were saved.

The Baltimore and Potomac Railroad Company have begun to grade for their track in Virginia avenue, Washington, and will soon begin to lay the rails.

RAILROAD IRON.

1,400 Tons 40 lb. Welsh Rails, made by the Rhymney Company, in store for sale by

PERKINS, LIVINGSTON & POST,
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Notice to Contractors.

PENN. & SODUS BAY RAILROAD CO.,
CHIEF ENGINEER'S OFFICE,
SENECA FALLS, N. Y., Sept. 25th, 1871.

PROPOSALS for furnishing and laying the Iron and Ties on the graded portion of this Road, will be received at this office until noon of Wednesday, the 25th of October. Said portion consists of the Southern Division, 25 miles long, extending from Spencer, in Tioga county, through Tompkins county to the Seneca county line; and the Middle Division, 33 miles long, from the Seneca county line to Waterloo; in all about 58 miles.

Proposals will be received for either or both Divisions, and are to be based on the following terms of payment, viz: twenty per cent. to be in the capital stock of the company; thirty per cent. in town bonds or cash, at the option of the company, and the remaining fifty per cent. in the first mortgage bonds of the Road. The Company reserves to itself the right to reject any or all bids that are not deemed consistent with their interests.

Specifications may be procured by application to the undersigned. ALFRED F. SEARS,
8130 Chief Engineer.

To Contractors.

INVITATION IS GIVEN FOR PROPOSALS TO CONSTRUCT A PORTION OF THE BALTIMORE SHORT-LINE RAILWAY, embracing the GRADUATION and MASONRY of eighteen sections or miles lying between Belpre and Athens, in the State of Ohio.

SPECIFICATIONS of the work can be obtained at the offices of the Marietta and Cincinnati Railroad Company, in Parkersburg, West Virginia, and Athens, Ohio, on and after the 11th instant, and SEALED PROPOSALS therefor addressed to the undersigned will be received in the PARKERSBURG OFFICE up to the 25th instant inclusive.

The privilege of rejecting any or all proposals being reserved to the Baltimore Short-Line Railway Company.

JOHN WADDLE, President.

October 9th, 1871.

Notice to R. R. Contractors.

PROPOSALS for grading and masonry for about twenty miles of the Nashua, Acton and Boston Railroad, will be received at the office of the engineers until the evening of the 23rd of October next. Proposals may be made for grading one or more sections into which the work will be divided. Profiles and specifications may be seen at this office. The corporation reserves the right to reject any or all proposals.

E. H. SPALDING, President.

NASHUA, Sept. 25, 1871.

Manhattan Oil Company,

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woollen and Cotton Factories, Machinery and Burning.

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Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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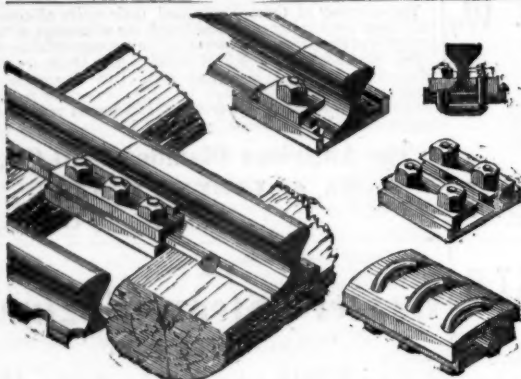
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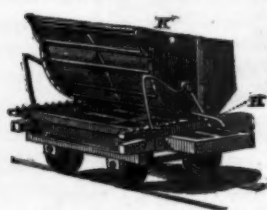


Fig. No. 1, Car Loaded & at Rest.

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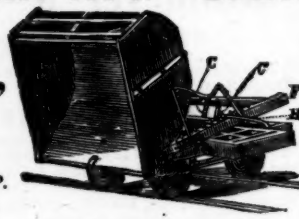


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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Freight for last-named ports received until 4 P. M. of Oct. 27.

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